

Navy News

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A Harmony New Year to all

For the Royal Navy, New Year 1972 begins with "harmony," which is the popular name for new rules coming into force this January and bringing great changes in the pattern of life for sailors and their families.

It is always necessary with a fighting Service to begin with a caution — that a minor war or sudden emergency can throw every rule overboard temporarily — but for the general run of Navy life this is the 1972 message:

Ships overseas for long periods are a thing of the past.

Only a matter of three years ago families could be separated for as long as 15 to 18 months when Dad was at sea. Then the period was cut to 12 months. Now from January 1 this year the order has gone forth to implement the plans in DCI 534/70 that no deployment from the base port will be longer than nine months.

While there is no particular significance in the nine-month period, wives will no doubt notice that men who sail far away leaving "an interest," should now be around a great deal more often when their presence is especially welcomed!

The opportunity for this major improvement has come with the rundown in the Far East. At any one time only a dozen or more destroyers involved in maintaining the Royal Navy's presence east of Simonstown will be away for as long as nine months.

(Continued on page 32.)



ANOTHER RIG?

New sailor uniforms have appeared in H.M.S. Danae, presenting a rollicking and somewhat piratical appearance as they posed for the camera with two pretty lasses from Hong Kong Tourist Association.

Sporting the colourful rig are LMEM Ian Murray (left) and LMEM "PJ" Learmouth, but their swashbuckling gear is not for general issue. They are two of the 20 members of the frigate's Sea-Shanty Songsters, who made a TV appearance as well as many other engagements in the Colony.

They wear white bell-bottoms, blue-and-white striped vests, and straw hats.

SECOND LOOK

However, talking about new uniforms . . .

Readers will remember (as though they could forget!) that recently "fashion parades" were held of possible alternative uniforms for sailors. Much of the comment was blistering.

However, the fact is that a significant number of sailors have indicated a wish for something different from existing square rig, and it is likely that they will have a new opportunity in the Fleet to take a longer look at some possibilities.

The Management have been weighing up ideas — and reactions — and an official statement is expected soon.

"GOOSEY'S" FAREWELL

A rollicking farewell for Leading Seaman Ron "Goosey" Gander, who left the Royal Yacht Britannia — and the Service — on December 17.

Aged 57, he served a total of 34 years, joining the Britannia when she commissioned in 1953, and later becoming one of the first permanent crewmen.

As Admiral's Coxswain for many years, he came into close contact with the Royal Family.

Picture: CPO Dave MORRIS.

Quitting Malta

An airlift and sea evacuation from Malta were being prepared as Navy News went to press on this issue.

Failure to reach agreement on payment for the use of military bases in the island left no alternative but to withdraw the 3,500 Royal Navy, Army, and Royal Air Force personnel stationed there.

Of the 7,000 dependants who must also leave, special sympathy will be extended to the families of the 41 Commando Royal Marines, who had just settled in after being involved in the Malta wrangle only a few weeks ago.



'Ringside seat' at Nixon talks

Ships' companies of the guided-missile destroyer Glamorgan and the frigate Phoebe had a ringside seat for the Bermuda talks between President Nixon of the United States and Prime Minister Edward Heath.

Official talks took place at Government House, but the Glamorgan was able to provide greatly-increased communication facilities.

Mr. Heath gave a state dinner on board for the President, and during the period of the talks met many of the men in the Royal Navy ships.

However, for H.M.S. Glamorgan the memories of the bright lights of international politics will be mixed with the spot of drama which led to the arrival at Bermuda, involving some family problems as well as a professional demonstration on how to swap horses in midstream.

During November, the ship made a dash to help the crippled tanker R.F.A. Derwentdale near the Seychelles Islands in the Indian Ocean.

Hopes of a run ashore at this exotic spot were dampened when the tanker only needed advice on engine troubles.

But there was the consolation of the forthcoming stay at Mombasa, where the ship arrived on November 22 to berth alongside

(Continued on page 32)

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With the end of an engagement looming on the horizon many men often wonder what their position is regarding drafting to sea service.

When your time's nearly up

DRAFTY'S CORNER

—STOP PRESS

Drafty has rules to cover most situations. One of these is that unless a man can serve for nine months in a seagoing ship, he will not, under normal conditions, be detailed to sea service.

This, coupled with five months' notice of draft and terminal leave, means that men with only 15 months of their present engagement left to serve are virtually undraftable in the normal sense.

Another rule is that men on a pensionable career are entitled to the last four months on Port Service in the U.K., so in this case, when they have only 18 months to serve, these men cannot be used for normal drafting to sea service.

Short drafts

Drafty's monthly bill for sea service will cover men from every roster. Each will have some men who are top of the sea roster but not available to meet their normal sea going commitment because of nearness of their time expiry date.

Sometimes, however, there are requirements for short duration sea drafts. These arrive unexpectedly and for a wide variety of reasons, and often have to be filled at less than normal notice of draft.

The reasons could be medical or welfare, or the need to provide a steaming or towing crew — most likely it is because of a casualty or fallover of one sort or another. Someone is needed until a proper relief can be given normal notice of draft, together with any pre-joining training courses which may be necessary.

Likely candidates

Most people would agree that it is fairer to take a man who has seen off Drafty — and the rest of his roster — than to turbarate the chap who has already had his sea draft order. So men who are overdue for sea service but not available for normal drafting must always be likely candidates to fill short term sea billets as they arise.

Of course TX Sea notice — the undraft



order — warns them of this. This notice is sent to the commanding officers of all men who pass out of Drafty's clutches for normal sea drafts. If these men subsequently re-engage for further service they will revert to the normal five months not-

ice of draft for sea service (emergencies always excepted). During the undrafted period most men will remain on Port Service.

Whether a man is unlucky or lucky will depend on the requirements of the Fleet,

but you can be assured that these short sea drafts are not just doled out for fun. They are given the same careful consideration as normal drafting before a decision is made.

Drafty frequently gets pressed for early information about a man's next draft from sea service and LFS. He fully appreciates why and every endeavour is made to give information 13 weeks before the availability date, or at least two weeks before leaving the ship whichever is the earlier.

But the ability to place men in their preference requires considerable matching of drafts, and the longer available for this process the better the chance of success.

BEAVERING AWAY!

So if you do not receive a draft order within these time scales it does not necessarily mean you have been forgotten, rather that Drafty is beavering away to meet your preference.

For this reason not all draft orders for men in the same ship are issued on the same day, and eager inquiries before these dates could lead to a non preference draft.

Of course Drafty would welcome inquiries if you have heard nothing by the time you reach the last of the deadlines mentioned above. Patience helps Drafty to satisfy your preference!

THREE-YEAR BASE PORT PROGRAMME

— the updated list

AIRCRAFT CARRIERS

EAGLE Devonport
ARK ROYAL Devonport
HERMES Devonport

COMMANDO SHIPS

BULWARK Devonport
ALBION Portsmouth
(Devonport from end of 1972)

ASSAULT SHIPS

FEARLESS Devonport
INTREPID Devonport

CRUISERS

BLAKE Portsmouth
TIGER Portsmouth

GUIDED MISSILE DESTROYERS

DEVONSHIRE Portsmouth
HAMPSHIRE Portsmouth
KENT Portsmouth
LONDON Portsmouth
FIFE Portsmouth
GLAMORGAN Devonport
ANTRIM Portsmouth
NORFOLK Portsmouth
BRISTOL Portsmouth

FRIGATES AND DESTROYERS

SHEFFIELD Portsmouth
ACHILLES Devonport
AJAX Devonport

ANDROMEDA

APOLLO Devonport
ARETHUSA Portsmouth
(Devonport from June 1973)

ARGONAUT

ARIADNE Devonport
AURORA Chatham
BACCHANTE Portsmouth
CHARYBDIS Portsmouth

CLEOPATRA

DANAE Devonport
DIDO Devonport

DIOMEDE

EURYALUS Chatham
GALATEA Devonport
HERMIONE Portsmouth

JUNO

JUPITER Chatham
LEANDER Devonport
MINERVA Chatham

NAIAD

(Devonport from January 1973)
PENELOPE Devonport
PHOEBE Chatham

SCYLLA

SCYLLA Devonport
SIRIUS Portsmouth
(Devonport from January 1972)

BERWICK

BRIGHTON Portsmouth
FALMOUTH Chatham
LONDONDERRY Portsmouth

LOWESTOFT

PLYMOUTH

RHYL Devonport
ROTHESAY Portsmouth
YARMOUTH Portsmouth

ASHANTI

ESKIMO Portsmouth
GURKHA Chatham
MOHAWK Devonport

(on commissioning)

NUBIAN Rosyth
TARTAR Portsmouth
ZULU Rosyth

JAGUAR

LEOPARD Chatham
LYNX Portsmouth
PUMA Devonport

(Portsmouth from February 1972)

LINCOLN Chatham
SALISBURY Devonport
AMAZON Portsmouth

RAPID

CAPRICE Rosyth
CAVALIER Devonport
EASTBOURNE Chatham

(Rosyth end of 1972 — change of task)

SCARBOROUGH Devonport
TORQUAY Portsmouth

(on commissioning)

TENBY Devonport
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DUNDAS Chatham

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SWEEPER GETS A NEW JOB



Flying her paying off pennant, a ship which claims the distinction of having been driven and navigated by more officers than any other ship in the Fleet, left Portsmouth in November to start a new career.
The 425-ton minesweeper, H.M.S.

Stubington, for two years Naval Home Command's training ship for navigators and commanding officers, was bound for Rosyth to be refitted.

Renamed H.M.S. Montrose, she is to be handed over to the Royal Naval

Reserve for a new life as Dundee's coastal minesweeper.

Built by Camper and Nicholson, Southampton, and completed in 1957, the Stubington spent about 12 years of her R.N. life in the Mediterranean.

Photo: Chief Phot. Dave Morris.

Exchanges of drafts
in Page 29

Double dose of 'show biz'

How not to drive a boat

Filming the breathtaking speedboat chase through Amsterdam's canals — highlight of Alistair Maclean's "Puppet on a Chain" — was so hair-raising that it took a full month and used up seven boats and 12 motors.

With its high speed, collisions and jumps, it needed special police permission and involved several narrow escapes.

It is among this month's four films for the Fleet from the Royal Naval Film Corporation.

HERE'S THE LIST

Summer of '42 — Jennifer O'Neill, Gary Grimes. This concerns a youth's recollections of adolescence, told with a mixture of delicacy, coarseness and humour. Warner Brothers. No. 918.

The McMasters — Burl Ives, Nancy Kwan, Jack Palance. A racial Western, it shows a fresh angle on the theme of intolerance. Brutally violent at times, action is plentiful. London Screen Distributors. No. 919.

Escape from the Planet of the Apes — Roddy McDowall, Kim Hunter, Bradford Dillman. The apes come down to earth. The yarn is ingenious, merging from fun to sadness, but always good simple enter-

SOME BABY!

Sorry chaps, this lovely lady is not among the delights of this month's films from the R.N. Film Corporation.

We just thought you'd like to get your Navy News new year off to a good start by appreciating the bounteous beauty of Mora Gray, whose 41-25-37 "super-structure" — clad in maroon leotard, leather micro-mini and boots — makes a fleeting appearance in a new film called "The Seven Minutes."

tainment. 20th Century-Fox. No. 920.

Puppet on a Chain — Barbara Parkins, Alexander Knox, Patrick Allen, Sven Bertil Taube. A narcotics agent destroys a drug ring in Amsterdam. The picture has many exciting moments. Scotia Barber Distributors. No. 921.

films
for the
leet



Spotlight on Radio 433 — or the men who keep H.M.S. Ark Royal swinging in two Channels at once!

Left to right: SA Pete Warren, Garry Burnside (seated), MEM1 Barry Grace, OEM Dave Bussey (seated) and OEM Bill Reddick.

For 30 months, H.M.S. Ark Royal has had her own "commercial" local radio station and pictured here are the photogenic DJs of wonderful Radio 433.

Starting out with two simple decks and a microphone, Radio 433 has progressed to a two-channel station with its own jingles, advertisements and request programmes.

Channel A provides pop (top 20, new groups, revived 45s, progressive and blues), while Channel B offers plays, quizzes, short stories, folk and classics.

Channel B's regular programmes are topped by the "Golden Oldie" show presented by Gary Burnside (the station manager who is equally well known in the Ark as the Naafi hairdresser).

The nightly request programme on Channel A is presented by Dave Bussey.

WONDERFUL RADIO 4 (33)

Other regular offerings include Bill Reddick's "Pop isn't Everything," introducing progressive music; Ken Hall's country and western spot, and Barry Grace with a selection of old and new pop.

But the programme which always tops the popularity charts is the Family's Request programme on Sundays.

If you, dear reader, would like a request played for a friend or relative in H.M.S. Ark Royal, just write to Radio 433 Family's Requests, H.M.S. Ark Royal, BFPO Ships,

ONE GREETING EQUALS 300

When youngsters at St Sampson's Secondary School, Guernsey, sent Christmas greetings to their friends in H.M.S. Charybdis, they certainly did the job in style.

The huge Christmas card they sent contained the signatures of about 300 of the school's pupils.

The name of Charybdis has been linked with Guernsey since the wartime cruiser was sunk near the island in 1943, and an annual memorial service is held there.

The man who received the Christmas card was RO2(W) Tony Ganderton, whose letters and visits to the school to talk about life on board today's Leander class frigate, Charybdis, have made him many friends there.

Collecting postcards and stamps from places visited by the Charybdis, he has helped the school to keep in touch with her travels.

His friends in the ship's company have also contributed items of interest from around the world.

BELOW: RO2 Tony Ganderton (second left) reads the big Charybdis Christmas card from St Sampson's Secondary School, Guernsey, with (left to right) AB Anthony Park, RO3 James Hopwood, and AB Peter Henshaw.



Picture: CPO Dave Morris

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'El Tigre' takes on the Blake?



'I'm walking backwards...'

Heavily disguised in colourful, comical costumes, 36 men from H.M.S. Blake walked from Main Street to the top of the Rock, during the ship's assisted maintenance period in Gibraltar. But their outfits were not the main attraction of the event, which raised over £300 for the

Gibraltar League of Friends... 34 of the walkers made the trip backwards!

This entertaining way of raising cash for local hospitals is a traditional feature of the Blake's visits to Gibraltar. The Blake was due to spend Christmas in Malta.

The Spanish cannon points menacingly at H.M.S. Blake across the harbour at Santa Cruz, Tenerife, but the ship has nothing to fear.

It's a long time since 'El Tigre' roared in anger, but there was a time when it took its toll among British sailors.

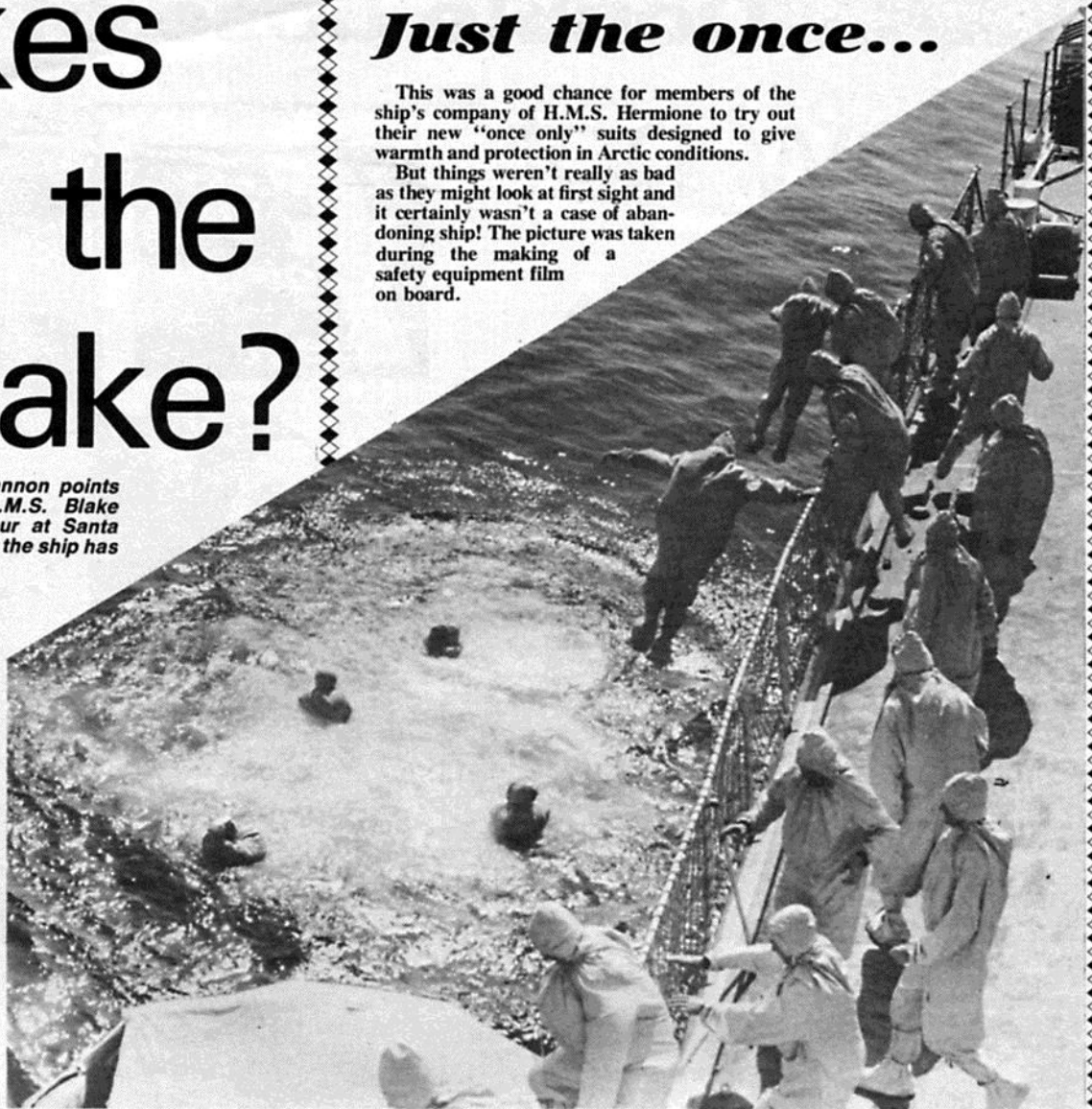
In fact, 'El Tigre' is quite a celebrity.

It is claimed locally — and recorded on a brass plaque on the cannon's side — that this very gun fired the grape-shot which shattered Nelson's right arm when he attempted to take Santa Cruz in 1797

Just the once...

This was a good chance for members of the ship's company of H.M.S. Hermione to try out their new "once only" suits designed to give warmth and protection in Arctic conditions.

But things weren't really as bad as they might look at first sight and it certainly wasn't a case of abandoning ship! The picture was taken during the making of a safety equipment film on board.



Latest commissioning forecast details are as follows:

JANUARY

TORQUAY (A/S Frigate). January 6. Trials crew at Chatham. Port Service. Commissions April 6.
TARTAR (GP Frigate). January 3 at Portsmouth. Long refit party. Port Service.
MONKTON (CMS). January at Devonport. Local Foreign Service. 6th M.C.M. Squadron. L.E.P.(A).
BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron.
HUBBERSTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron.
EXMOUTH (A/S Frigate). January / February (tentative). L.E.P.(C).
MAXTON (M/H). January at Rosyth. Home Sea Service. 1st M.C.M. Squadron.

FEBRUARY

BRIGHTON (A/S Frigate). February 17 at Chatham. General Sea Service. Home / East of Suez / Home.
APOLLO (GP Frigate). February 25. Trials crew at Devonport. Port Service. Captain's Command.

Commissioning forecast

TIGER (Cruiser). February 4. Trials crew at Devonport. Port Service. Commissions May 26.
RHYL (A/S Frigate). February 18. Trials crew at Devonport. Port Service. Commissions March 23.

MARCH

HERMIONE (GP Frigate). March. General Sea Service. Captain's Command with full staff.
WISTON (CMS). March (tentative). Trials crew at Gibraltar. Port Service.
RHYL (A/S Frigate). March 23 at Devonport. General Sea Service. Home / East of Suez / Home.

APRIL

TORQUAY (A/S Frigate). April 6 at Chatham. Navigational and MEO training. Home Sea Service.
APOLLO (GP Frigate). April (tentative). General Sea Service. Captain's command.
MOHAWK (GP Frigate). April 17 at Portsmouth. General Sea Service. Home / East of Suez. L.E.P.(A).
INTREPID (LPD). April / May. U.K. Cooks and stewards replace. L.E.P.

MAY

KENT (GM Destroyer). May 18. Trials crew at Portsmouth. Port Service. Commissions September 14.
ARIADNE (GP Frigate). May at Glasgow. Reduced trials crew. Port Service.
TIGER (Cruiser). May 25 at Devonport. General Sea Service.

JUNE

NUBIAN (GP Frigate). June 15 (tentative). Trials crew at Rosyth. Port Service. Commissions September 7 (tentative).
ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home / South Atlantic. South America.
MATAPAN (Destroyer). End of June. Trials crew at Portsmouth. Port Service. Commissions end of October for AUWE trials.
EURYLUS (GP Frigate). June. Dockyard control at Devonport. Port Service.
APOLLO FLIGHT. June at Portland. General Sea Service. Wasp.

JULY

TRIUMPH (Fleet Maintenance Ship). July. C. and M. party at Chatham. Port Service.
LONDON (GM Destroyer). July. Long refit party at Portsmouth. Port Service.
LEANDER (GP Frigate). July 6. Trials crew at Devonport. Port Service. Commissions end of September.
CHICHESTER (A/A Frigate). July 14 at Rosyth. Local Foreign Service. East of Suez. L.E.P.(A).

AUGUST

Nil.

SEPTEMBER

ARIADNE (GP Frigate). September 9. Trials crew at Devonport. Port Service. Commissions December. L.E.P.(A).
ZULU (GP Frigate). September. Long refit party at Rosyth. Port Service.
NUBIAN (GP Frigate). September 7 (tentative) at Rosyth. General Sea Service. Home / West Indies.
KENT (GM Destroyer). September 14, at Portsmouth. General Sea Service. Home / Med.

EASTBOURNE (A/S Frigate). December at Rosyth. Home Sea Service. MEA'S training ship.

JANUARY, 1973

NAIAD (GP Frigate). January. C. and M. party at Devonport. Port Service.
AJAX (GP Frigate). January. Trials crew at Devonport. Port Service. Commissions April, 1973.

FEBRUARY

ESKIMO (GP Frigate). February 1 at Chatham. General Sea Service. Home / West Indies. L.E.P.(C).
SALISBURY (A/A Frigate). February. L.E.P.(C).
TRIUMPH (F.M.S.). February. Refit crew at Portsmouth. Port Service.

MARCH

HAMPSHIRE (GM Destroyer). March 29 at Portsmouth. General Sea Service. L.E.P.(A).
HERMES (LPH). March 1 at Devonport. General Sea Service.
DANAE (GP Frigate). March. L.E.P.(C).
CLEOPATRA (GP Frigate). March. Dockyard control at Devonport. Port Service.

APRIL

AJAX (GP Frigate). April at Devonport. General Sea Service. Home / East of Suez. Captain's command with full staff.
ACHILLES (GP Frigate). April (tentative). L.E.P.(C).
LOWESTOFT (A/S Frigate). April (tentative). L.E.P.(C).

NOTES

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

JANUARY

ONSLAUGHT — at Devonport. Final manning date January 21.

MAY

NARWHAL — at Chatham. Final manning date May 19.

JULY

CACHALOT — at Devonport. Final manning date July 21.

APRIL, 1973

ORACLE — at Portsmouth. Final manning date, April 30.
Drafting preference cards for Electrical branch volunteers for Cachalot are required by mid-February, 1972; and for Oracle by end of November, 1972.

Volunteers from other branches are required not later than one month after the Electrical branch volunteers.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards, other than P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.

The letters (R.M.) used for destroyers and frigates only, indicate that a Royal Marine detachment will be borne for the full commission.

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NORTHAMPTON	CARDIFF
LIVERPOOL	SWANSEA
MANCHESTER	LONDON from PORTSMOUTH
NEWCASTLE-UNDER-LYME	LONDON from GOSPORT
STAFFORD	LONDON from
WOLVERHAMPTON	H.M.S. COLLINGWOOD 1.05
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COVENTRY	
WARWICK	
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Antrim tastes the rough stuff!

When H.M.S. Antrim, the latest of the County-class guided missile destroyers, returned to Portsmouth after Exercise Highwood she completed her third round-Britain trip in five months.

The ship spent 49 successive days at sea at the end of her first year in Service, including two weeks exercising off the north of Scotland and a similar period on the range at Aberporth, where a series of Seaslug firings was successfully completed.

The Antrim experienced some rough weather at Aberporth: on one occasion 90 libertymen were stranded at Fishguard because the MFV could not reach the ship. They spent the night at R.A.F. Brawdy and were taken to Milford Haven to join the ship next day.

The weather was no kinder during Exercise Highwood in the

Atlantic, North Sea and Norwegian Sea. A 28 degree roll was recorded and one huge wave swamped the flag deck.

A brighter moment during the exercise — which tested the R.A.F.'s ability to give the Navy air cover at sea — concerned a signal from the Antrim giving the latitude and longitude of a ship "sunk" by her missiles.

It seems that the signal got somewhat garbled and the position came out as somewhere in Gloucestershire. Back came the answer from H.Q. ashore, "You have just sunk Chipping Sodbury and the M4 is now blocked with the debris!"

After well-earned Christmas leave the Antrim was scheduled to leave for the Mediterranean.

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No. 194

H.M.S. ARGONAUT...

In the dim and distant past, Greek mythology committed the Argonauts to an arduous voyage in search of the Golden Fleece, and, during almost 200 years of Royal Navy history six Argonauts have continued the seafaring "search."

The present H.M.S. Argonaut is certainly conducting the quest with some vigour.

In the four years since September, 1967, when she first commissioned as one of the Royal Navy's successful Leander class frigates, she has steamed well over 150,000 miles and visited 55 ports in 25 countries.

HOMEWARD BOUND

She is due home next month after a year's trip to the Far East during which she will have covered more than 50,000 miles.

H.M.S. Argonaut was built by Hawthorn Leslie Ltd., Hebburn-on-Tyne. She carries a Seacat guided weapons system and a twin 4.5-inch gun turret with an electronic fire control system.

Her powerful detection devices can be used to locate targets for her Wasp anti-submarine helicopter, and to control the triple-barrelled mortar fired aft.

WITH NATO

One of her earliest tasks was to join NATO's Standing Naval Force Atlantic, wearing the flag of the Commodore of that force. With the other NATO ships until December, 1968, she visited such ports as Rotterdam, Antwerp, Brest and Lisbon.

The Argonaut's first deployment to the Far East was in 1969 when she visited Hong Kong, Singapore, Auckland (twice) and Sydney, before taking the popular return route via the West coast of North America, calling at Lautoka (Fiji), Suva, Pearl Harbour, Esquimalt (British Columbia), Seattle, San Diego, the Panama Canal, and Bermuda.

Going into refit in January, 1970, the ship completed work-up that October and then spent two months in the Mediterranean, calling at Malta and Monaco.

NAPOLEON ISLE

On her way to the Far East last February, she called at St Helena in the South Atlantic "to pay respects to Napoleon's place of exile, and to say hello to Jonathan, the 90-year-old turtle living in the paddock of Government House."

The Argonaut passed through Simonstown and Mombasa before spending four days at Mahe in the Seychelles where ship's company members enjoyed the local sport of "goggling" (diving, or floating,

with mask and flippers to study the fascinating coral and aquatic life around the islands).

JUNGLE JOURNEY

Further journeys have taken the ship to Albany and Fremantle in Western Australia, to Shimizu in Japan, and back to Singapore and Hong Kong.

A landing platoon even went to the lengths of covering 5½ miles of virgin jungle during the five days they spent at the Jungle Warfare School at Kota Tinggi, Malaysia.

But, despite all this travelling and exploring, our information from the ship is: "The Golden Fleece is constantly in sight, but, with trickle drafting, we'll probably chase it for ever!"

HANG ON CHAPS...TEA'S UP!

You've heard of strap-hanging... well this might be called brush-hanging... Supporting those paintbrushes are the helping hands of sailors from H.M.S. Warspite, who are obviously delighted at the sight of a refreshing "cuppa" during their exertions as handymen.

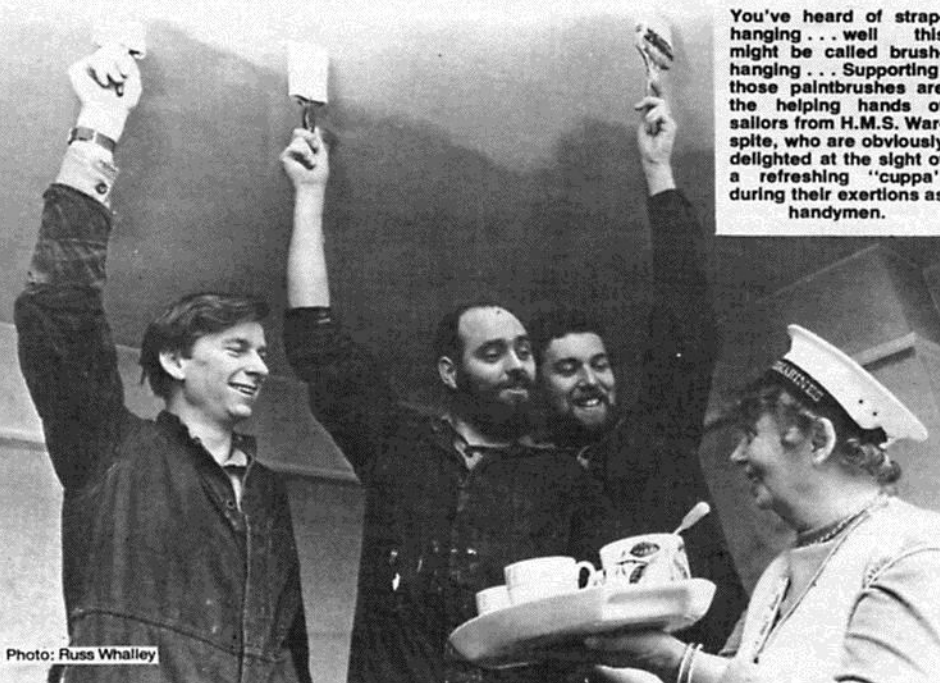


Photo: Russ Whalley

An elderly couple living alone in Frindsbury, Rochester, had a very acceptable Christmas present — a newly-decorated sitting-room, courtesy of sailors in H.M.S. Warspite, now refitting at Chatham.

They are among 600 volunteer workers in a "Help-the-needy" scheme run by a group of local residents.

Men from the Warspite have already carried out many jobs in the area, such as painting, re-wiring and door-hanging.

Mr. and Mrs. Jack Trent were particularly in need of help. Jack (72), an ex-sailor, lost both his legs some years ago and suffers from bronchitis. His

Warspite's helping hands

wife, Sybil (70), is recovering after an illness.

Their home in Prospect Avenue is being given a new look by the handymen from the Warspite. The hall, and now the sitting-room, have been decor-

ated during weekly visits, and later the sailors will be back with their brushes and paint.

Said Sybil, "It's so wonderful to have a helping hand from these boys. They're jolly professional, too."

Quest for the 'Fleece'!

COVENTRY'S LINK WITH NAVY

Since 1782, when a French 64-gun ship of the line called Jason was captured and renamed, appropriately, H.M.S. Argonaut, several Argonauts have served with distinction in the Royal Navy.

This century has seen two cruisers with the name — one built in 1898 and sold in 1920, and the other built in 1941 and sold in 1955.

The latter was the fifth H.M.S. Argonaut, a 5,700-ton cruiser which saw much service in the second world war.

Her battle honours include Arctic, North Africa, Mediterranean (all 1942); Normandy, South France, Aegean (all 1944), and Okinawa (1945).

The cruiser was paid for by the citizens of Coventry, and the link with the city was renewed when the present ship was built.

Since the city officially adopted H.M.S. Argonaut in May, 1970, civic liaison has included an official reception and visits to and from the Royal Naval Association and the Sea Cadets of the Training Ship Argonaut.

H.M.S. Argonaut has also been adopted by Manor House School, Honiton, Devon, where boys and girls between four and 13 (some of whom have visited the ship) follow, with interest, her progress around the world.



H.M.S. Argonaut is one of the Royal Navy's successful series of much-travelled Leander class frigates. Since she first commissioned in September, 1967, she has girdled the globe in that perennial "search for the Golden Fleece."

PHOTO POSTCARDS

Postcards of H.M.S. Argonaut or any other ship in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth PO1 3HH, price 5p each (50p per dozen). Stamps, postal order or cheque.

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p. Albums to hold 64 Navy News postcards are 70p each (including postage).

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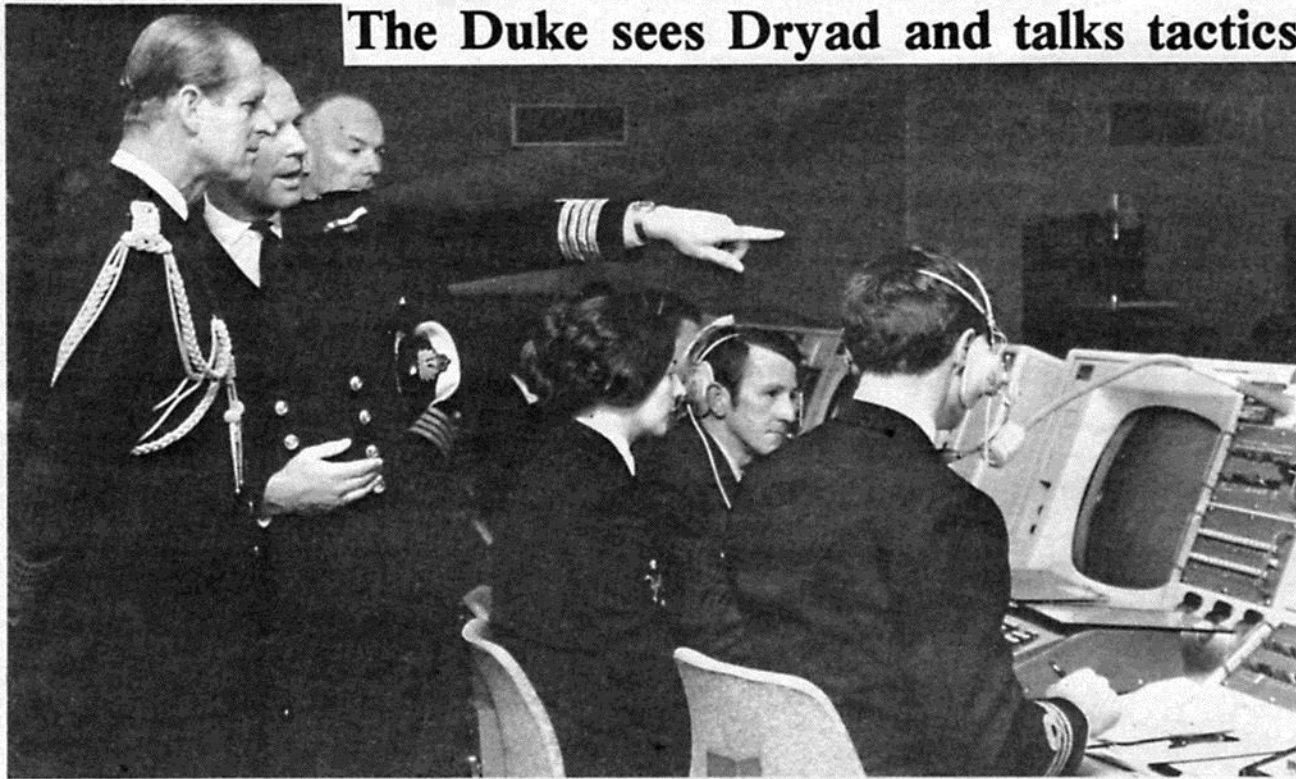
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- ☐ Used car
- ☐ Deposit saving (to enable me to build up a deposit for a future purchase) ☐ Please tick whichever applies

Post
this
today

The Duke sees Dryad and talks tactics



The Duke of Edinburgh takes an interest in the tactical trainer during a visit to the Royal Navy's Maritime Tactical School at H.M.S. Dryad.

The school is responsible for teaching Maritime tactics to officers of the Royal Navy, R.A.F. and NATO countries. This is done in simulated ships' operations rooms contained in a new buildings complex opened in May, 1970.

The Duke was welcomed to the school by the Commander-in-Chief Naval Home Command (Admiral Sir Horace Law), the captain of H.M.S. Dryad (Capt. A. G. Watson) and the director of the school (Capt. S. A. Stuart), seen in the picture explaining a point to the Royal visitor.

Air travel leave

An edition of Navy News around Easter printed an advertisement about leave travel by air from Portsmouth and Plymouth. Could you let me have the name of the firm as several ratings on board are interested.

P. J. Keeble

H.M.S. Achilles
The firm is Tricorn
Travel Agency Ltd., The
Tricorn, Portsmouth.

Juno too

While Juno would not wish to darken any other ship's record, we would like to refer to H.M.S. Glamorgan's claim to be the first visiting ship in the last two years to beat R.A.F. Gan at soccer.

H.M.S. Juno, also on her way out to the Far East, beat the R.A.F. 2-1. The date was March 8, 1971.

D. Jones (PO E1)

H.M.S. Juno.

REACHED FOUR-AND-A-HALF KNOTS ON STEAM TRIAL

We hear a lot about the speed of ships past and present and are very proud — and rightly so — of the engines and those who make them and look after them.

I now tell you of one ship I

Assistance to authors

Mr. A. Cecil Hampshire, of 6, Southbourne Gardens, Eastcote, Ruislip, Middlesex, HA4 9SW, is researching into special operations in connection with the Navy's part in the escape of Allied evaders through France and Spain during the Second World War.

He would particularly like to contact members of the wartime crew of the Special Service trawler Tarana who served in her from 1942-44, and in Operation Bluebottle.

Mr. Kenneth Poolman, of 23, Ennerdale Road, Richmond, Surrey, wishes to contact anyone who served in the fighter catapult ships Pegasus, Agriguan, Maplin, Springbank of Patia 1940-42. He is planning to incorporate material on operations of these ships in a forthcoming book.

commissioned in Sydney, Australia, in 1901. She had completed a refit and later we did a steam trial inside Sydney harbour and reached four-and-a-half knots.

But this speed was sufficient for work on the Great Barrier Reef and the Solomon Islands. We used a 60lb. lead with a 100-fathom line, and at greater depth a machine with 5,000 fathoms of pianoforte wire.

On passage to and from our work we used sail. She was top-sail schooner rig, making up for the engine which was seldom used.

I had three years in the Dart and loved that little ship — 470 tons. Engine speed was not the only thing in those days.

I was present at Queen Victoria's Diamond Jubilee Review at Spithead, having then been in

Smart band

May I say how smart and efficient the Volunteer Band of H.M.S. Devonshire was when she was leaving harbour recently. In fact, the ship looked quite immaculate.

T. M. Capron

Rowner, Gosport.

the Navy seven months. We took the old Agincourt from Devonport under sail to the Review and back to Portland.

W. G. Holbrow
(Ex-CPO)

Goldington, Bedford.

Correspondents please note

Several letters in this month's postbag could not be used because they were unsigned.

The strictest confidence is observed concerning readers' letters, which may be published with a pen-name where the writers do not wish to disclose their identities, but in every case names and addresses must be enclosed as evidence of good faith.

Singapore ships

Much controversy has arisen over the identity of the ship pictured entering the stores basin at Singapore (November issue). Also could you give the identity of the other ships present? Many cans at stake!

D. W. Heap

H.M.S. Achilles

The picture unfortunately was supplied only with the caption "Stores Basin." Recognition experts say the ship entering is an Australian Daring class destroyer. The identity of the other vessels is not known. — Editor.

Moustache matelots?

Being a serving member of the Fleet and presently at sea in the Far East, each month's Navy News is eagerly awaited and read from cover to cover the moment it arrives on board.

In recent issues I have noticed an increasing number of articles praising the way the Navy is making a positive attempt to catch up with the times and become the "Modern Navy" that the recruiting advertisements would have us believe.

I would like to mention, however, a piece of naval tradition which is now completely outdated and

pointless — the ban on moustaches. We are allowed to grow our hair longer, have sideboards of almost any length, and beards — but not moustaches.

Let's get the Navy really moving with the times. The day of the hairy upper lip is at hand!

A Malcontent Moustache Grower.

Films plea

When is the R.N. film library going to realize that there are many heavy rock and progressive music fans like myself who would like to see films of the great festivals which have taken place in recent times, such as Isle of Wight, Bath and Woodstock.

Why can't we have such great bands as Led Zeppelin, Deep Purple and Hendrix included in the films distributed to ships and establishments?

J. Tooley
(A.B.)

H.M.S. Maxton.

Lament

In the October issue there was a picture of a model of a 60-gun ship and a caption mentioning that the chaplain was made to use the men's heads, resulting in a poem entitled "The Chaplain's Lament." Do you know where I can get a copy of the words?

A. F. Prosser
(Royal Naval Lay Readers' Society)

Downend, Glos.

Can any reader help?
— Editor

ABOUT US—SOME OF YOUR VIEWS

Your paper is very good, and is read by all my mess-mates, but why is it you always seem biased by taking sides with authority?

You seem to show the good points of the Navy, and not the true side, such as the inquiry about the Fearless and the mutiny in the Iveston.

MEM

Devonport.

The few complaints received are not dodged, and official sources are always most helpful in giving explanations. It would be "bias" not to print both sides. Stories

Letters to the Editor TOOK TEA WITH AGGIE

Regarding your review of the book entitled Dame Agnes Weston, I have in my possession a copy of the autobiography of the lady, who was a friend of my mother and with whom I once had tea at Devonport.

Your reference to the lack of mention of Chatham is, I think, answered in the following passage from the 1915 edition of Dame Agnes's book: "For some years I had Sailors' Rests also at Portland and Sheerness, but the leases of these places ran out and I did not renew. We had two, but we could not supervise four places properly — two were as many as we could manage — and we decided that 'what was worth doing was worth doing well,' and so we stood by the premier ports of Portsmouth and Devonport."

LUCKY DEPOT

May I point out that Chatham had the Welcome Institute and Hostel in Military Road and also the Army and Navy Hostel, providing well for Chatham, and both run by religious organizations.

Most Chatham ships were provided with her magazine Ashore and Afloat, and in fact she supplied the whole American Navy.

We shall never see her like again.

Then again that wonderful Union Jack Club in Waterloo Road, London, was only an hour's journey for week-ends from Chatham.

Chatham was a lucky depot for the lads.

A. G. Webber.
(Ex-Chatham depot. Member of Harwich Naval Force Association) Burnham-on-Sea, Somerset.

Striking a melancholy note...

In "Points from the post" (November) R. F. Harris, of Cheltenham, asked about the origin of the small ship's bell of H.M.S. Victorious.

During her first commission, at least, it hung in the wardroom and was used to warn the approach of closing time. The use of a bell to overcome this problem in a large and often noisy wardroom occurred to the commander at the time (and several other members of the wardroom) in a hostelry in Old Portsmouth at exactly 10.30 one rainy night.

Why I was detailed off to volunteer to present it, is a rather long and detailed story.

I hope Mr. Harris will not be too disappointed to learn that his trophy was not the rallying cry for naval officers at the Battle of Agincourt, but merely struck a melancholy note in the life of a wardroom.

D. W. Cramond
(Captain, R.N.)
London, W.C.2.

A mum's view on smoke and drink

Regarding smoking on board, sailors would, I am sure, prefer the Tot in place of ruinous smokes.

I have visited my son's ship and the smoke-haze down below is chronic. The coughing of the sailors must be awful at night. Having been a Servicewoman, I know just how disturbing other people's coughing can be.

The rum ration would be much more healthy and hearty to all.

In many things times have changed for the better. In general boys are much more healthy and alert, and my son went over the mast at Ganges for the sheer fun of it. I did so much enjoy Ganges Parents' Day. My son excels at nothing, but is happy to have a go at any activity which appeals to him.

My other son has degrees from two universities.

Service life is no longer considered at the "bottom of the barrel," due, I am sure, to the fact that men are no longer conscripted. The wind of change swept through the Services when in the 1950s conscription netted men of university and teaching grades. These men voiced their opinions of the roughness and thoughtless wastage of manpower — that class of man was better educated than the N.C.O.s and officers, so Service life was pulled up by its bootstraps.

A sailor's mum
Skegness, Lincs.

in Singapore, while on the back page only five short paragraphs are devoted to the Artemis courts martial.

Derek W. Walker, R.N.R.
Morpeth, Northumberland.

Much of the content of Navy News is not available elsewhere. Courts martial are usually given full national and local Press coverage for those who wish to read the reports. The "balance" which bothers us is trying to squeeze in all the news and pictures about the Fleet's many activities, and not cause too much disappointment. — Editor.

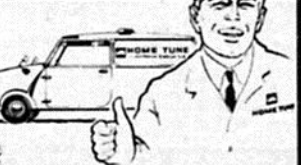
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WHAT A CAPITAL VISIT!

A highlight of H.M.S. Lowestoft's spell in the West Indies was her visit to Washington D.C. — the first call at the U.S. capital by a British warship for two years and, for most people on board, their first visit to the States.

After a 200-mile journey up Chesapeake Bay and the Potomac River, the Lowestoft berthed in Washington Navy Yard, near South Capitol Bridge.

Wide publicity, particularly on local radio, accompanied the visit, and from the moment of arrival there was an almost overwhelming flood of hospitality. On the two days that the ship was open to visitors, more than 11,000 people went on board.

The Lowestoft returned to Chatham in late November after five months in the West Indies. During this time she has visited many ports, some large such as Nassau, Freeport and Trinidad and some small, like Montserrat.

BELOW: Side by side on the dockside for Remembrance — with H.M.S. Fearless calling at Gibraltar on her way home.



SIDE BY SIDE

Stopping at Gibraltar on their way home from the Mediterranean the ship's company of H.M.S. Fearless, and Headquarters 3 Commando Brigade, held a combined Remembrance Service.

On the jetty, a parade of 650 sailors, Royal Marines and soldiers was inspected by Capt. B. J. Straker, and the ship's chaplain, the Rev. Michael Gray, conducted the service.

EXERCISED

The Fearless returned to Devonport on November 18 after a 2½-month deployment to the Mediterranean during which, with Headquarters 3 Commando Brigade embarked, she took part in national and NATO exercises in Cyprus, Turkey and Sardinia.

Picture: Paul A. Dixon

Promotions to Chief

Authorizations for the promotion to Chief Petty Officer of the following ratings have been issued:

To CPO — J. J. Manktelow 885612; P. F. Winch 883145; K. W. Young 938356; G. N. Kinnaird 899383; M. P. A. Brady 889924; E. J. Bradbury 912391; R. J. R. Stoopman 896851; A. E. Antell 938244; P. S. Blewin 932085; J. J. Jones 926149; J. C. Hele 795781; T. Garty 896185; T. F. Costelloe 900646; I. G. Drewe 836840; J. A. Fowler 911867; L. A. O. Sayers 896604; S. C. King 918256; J. Warrener 836644; J. D. Brough 890025; J. R. Stewart 926248.

To CSMKR — J. Corser 889115.
To MAA — D. N. Holloway 912633; J. E. Hood 935029; N. A. Watters 874537; F. Smewing 871153.

To CCY — R. K. Howe 938972; G. C. Smith 934171; R. D. Sylvester 911996.
To CRS — B. L. Powell 871088; R. C. Matthews 871421; T. B. Hood 923412; A. G. Walker 889331; C. J. Lawley 940322; E. R. Lloyd 953271.

To CRS(S) — J. R. Clissold 952366.
To CME — T. Welby 914168; R. W. Bird 921172; M. G. Webster 907373; D. J. Holliday 937827; A. Brodigan 951743; W. C. Hutchinson 931366; M. N. H. Vickers 948318; T. F. Johnson 862727; M. Crimlisk 907579; B. Kelly 951849; W. G. C. Kinnaird 914027; S. R. Beal 926770.

To CCElect'n — D. J. Page 956067; C. H. Ray 938029; M. D. Thompson 950196.
To COElec'n — J. V. Bunn 950010; J. E. Hansbury 933174; E. H. H. Barker 892990.
To CRElect'n — M. J. Keeble 974446; D. C. Hillier 961681; C. A. Nixon 982497.

To CPO Wtr — A. Chambers 940020; C. C. Pickstone 950203; D. B. Richardson 916686; I. McDowall 947563; J. A. Mackay 942642; T. J. Curl 913211.

To CPOA — L. N. Harvey 947670; C. L. Croucher 897491; B. R. Nicholls 932771.
To CPO Ck — T. W. Chaplin 900933; A. J. Laroche 845353; H. F. McGuinness 904699; D. Baird 900411; A. E. Hern 916693; A. S. Belkus 923852; J. W. Lyon 932200.

To CPO Cat — P. R. Twyman 916471; D. Benton 918605.
To CPO Std — T. Grigsby 925335; P. M. Fenton 898924.
To CPOMA — J. A. Naylor 971355.

To CPOAF(AE) — J. E. Purcell 880025; R. A. G. Bell 951452; G. E. Jury 906676; R. D. Moss 918092.

To CPOAF(O) — R. G. Worthington 958646.
To CPOA(AH) — J. W. Johnson 887016; W. Aitken 791459.

To CPOA(Met) — A. Pearson 957217.
To CPOEL(A) — W. J. Murphy 956237; R. F. W. Davies 927868.

The full list of names of petty officers, selected by boards and sufficient to meet expected vacancies for CPO arising in the year started last November 1, is published in page 9.

The following advancements, which were authorized prior to the selection system taking effect, have been confirmed.

To CPO — R. Thompson 889099; B. W. Clutton 889921; T. Moss 889663; A. H. Colthart 839753; M. Jeffery 858444.

To CPO STD — T. J. Gittings 909961.
To CPO CK (Ex 'O') — A. W. Thomas 909746.

To CME — G. A. Shuffelbotham 894476; B. Nash 953988; P. R. Jackson 921018.
To A/CMEA(P) — R. L. Dawes 943835; C. E. W. Patterson 052655; D. A. Dunkley 902450; M. R. Sutton 887782; I. M. Perry 052659; P. W. Woodyard 943977.

To A/COEA — B. R. Jones 977870; D. J. Taylor 888825.
To A/CREMN — B. F. Jones 957025.

To CREL — R. Burns 967089; K. K. Hughes 957099.
To CHOEL — B. Clarkson 895406.

To CA(AH) — W. H. Jones 849811.
To CA(MET) — C. D. Barker 967985.

To CREL(A) — J. W. Tyler 927955; K. C. Womble 895914.
To A/CEA(A) — P. L. Moore 057426.

POINTS LEADERS

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

The number in brackets indicates the number of men with the same number of points.

"Int" indicates that the roster is "Intermediate," i.e. there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

PO	LS	PO Wtr
411	94	403
L Wtr	PO SA	L SA
281	786	612
PO Ck (ex S)	PO Ck (ex O)	L Ck
984	750	541
PO Std	L Std	RPO
411	Dry	602
PO MEM	L MEM	PO CEL
142	126	Dry
L CEM	PO OEL	L OEM
Dry	Int	Dry
PO REL	L REM	RS
Int	Int	628
L RO(G)	RS(W)	L RO(W)
436	Int	Int
CY	L RO(T)	PO MA
608	389	808
L MA	PO AF(AE)	L SM(AE)
480	429	401
PO AF(O)	L AM(O)	POA(AH)
313	360	721

LA(AH)	PO EL(A)	L EM(A)
328	276	259
PO REL(A)	L REM(A)	POA(SE)
390	364(2)	732
LA(SE)	POA(Phot)	LA(Phot)
Dry	516	259
POA(Met)	LA(Met)	
Nil	Dry	

Recruits flock in

Recruiting for the Royal Navy is soaring. November showed a 58 per cent. rise over the same month in 1970, and the 12-monthly figure topped 8,000 for the first time in six years.

Lord Balniel, Minister of Defence, says that this astonishing increase "reflects the exciting life offered to young men joining the Service."

Goan Division gone...

The Goan Division was a direct descendant of the Asian Branch of the Royal Navy, which was founded early in the 19th Century to man ships based on India and the Persian Gulf.

In the early days, the branch was open to stewards, cooks and stokers, although there were, at one time, two writers and there may have been a few other ratings.

ASHORE AND AFLOAT

Entry was restricted to people recruited from what was the Portuguese colony of Goa, and service was both ashore and afloat.

Recruiting in those days was carried out through the Sea Transport Office in Bombay as ships on the station generally refitted there.

Engagements were usually for the duration of the ship's commission, ratings being paid off at the end and signed on again for the next commission. Later, five-year engagements were started and a pension scheme was set up.

Pay was low, but adequate when related to the cost of living at the time, and the highest rate to which a Goan could aspire was petty officer.

PENSION SCHEME

After about 20 years the branch narrowed to one for cooks and stewards only, and in 1909 the pension scheme was replaced by a gratuity after 22 years' service.

In 1941 the branch came into line with the rest of the Service, and the highest rate for Goans was chief petty officer.

At this stage, recruits were given some training, and all recruiting, training and drafting was centred on H.M.S. Braganza at Bombay.

WAR SERVICE

During the second world war, the branch's ceiling was about 1,500 men.

After the war, the period of engagements was reduced to three years. In 1948 the training and drafting task was taken on by H.M.S. Highflyer at Trincomalee, to be transferred to H.M.S. Jufair in October, 1958.

Norfolk tankards

Half-pint pewter tankards inscribed "H.M.S. Norfolk" are available on sale from the Norfolk's canteen at 50p to any officer or rating who has served for 12 months or more in the ship during her first commission.

The withdrawal of the permanent naval forces from the Persian Gulf means the disbandment, after generations of loyal service to the Royal Navy, of the Goan Division of cooks and stewards.

Many of the Goans are being employed by newly formed defence forces around the Gulf, four have transferred to regular R.N. engagements, and the U.S. Navy, which is taking over some of the facilities of H.M.S. Jufair, the Bahrain establishment, is employing about 25.

Others have jobs with families in Bahrain, and some are taking up British citizenship and seeking employment in the U.K.

All have received generous redundancy gratuities, so there should be no cases of hardship.



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PROVIDENT LIFE

Families Page

LINCOLN BRIDE



Wedding day smiles as REM(2) Robert Carroll carries his bride Janet on board his Chatham-based ship, H.M.S. Lincoln, for the reception.

Photo: Russ Whalley

HELPING

One letter on the "naval wives unite" topic suggests that the idea seems to suggest a certain parochialism to the uninitiated.

Branches of the Royal Naval Wives' Association, for instance, undertake many worthwhile "outside" activities.

Navy News has just received word of the branch at Faslane, where the members three years ago adopted the Harvie Anderson ward in the Princess Louise Scottish Hospital for Disabled Ex-Servicemen, Erskine, following the admission there of 19-

IN WORTHWHILE TASKS

year-old Hugh O'Neil, a leading cook serving at H.M.S. Neptune. Hugh had been seriously injured in a road accident.

VISIT BASE

The naval wives visit the ward fortnightly, and money for the hospital is

raised through club activities. A visit to the Clyde Submarine Base, followed by a tea-party, is now an established and popular event.

The aim of the writer was to emphasize that many other branches have similar projects, and that this work was closer to the "naval wife image" than conferences on Service problems and topics.

Showing heart in time of need

The Navy's heart — romantic and compassionate — was beating strongly in the weeks leading up to Christmas.

Mostly the work draws little public notice, but four bridegrooms aboard the stranded frigate H.M.S. Zulu hit the headlines when the Navy had them flown home from Dakar "to get them to the church on time."

Lieut. Peter Fish, of 826 Squadron, H.M.S. Eagle, wrote to Navy News in order to make known to as many personnel as

possible the way the Navy responded to a need for compassionate leave.

His anxiety can be imagined when he got a signal while his ship was in the South China Sea, steaming between Hong Kong and Singapore, saying that his wife was seriously ill and that he should return urgently.

He was flown off the carrier to Singapore 700 miles away, then by air to England, speeded through the Customs, whisked to the West Cornwall hospital at

Truro, and was at his wife's bedside only 33 hours after leaving the ship.

There was a happy ending, too. "My wife made a full recovery and we became parents from the same occasion," said Lieut. Fish.

His letter added: "I am most grateful for the efforts of the many people concerned. My colleagues who know of my trip have been most impressed and comforted to know that they are really not isolated from their families should they be urgently required at home."

The Navy's Family Welfare has long experience of similar cases, bringing back sailors, on urgent calls, from all over the world, including Australia and South America.

During November, for instance, the Family Welfare Section at Portsmouth was able to get 52 ratings flown from overseas on compassionate leave. Nine had matrimonial problems, and the remaining 43 were because of death or serious illness in their families.

Glamour gown



This very feminine dress was among the "glamour spots" at the do-it-yourself fashion show held by the wives of both crews of H.M.S. Renown, at Faslane.

Wives should be 'seen and hot heard'

(SAYS ONE!)

Wives "don't want to run the Navy," according to "E.V.F." in a letter commenting on the idea of an annual conference of naval wives.

"As the wife of a serving PO," she writes, "may I say how utterly nauseating it would be, listening to a lot of dissatisfied females trying to change the Navy."

"Men in the Navy have a complex job. Their life is not always easy. It would be even less so if their wives embarrassed them by meddling."

"Surely the Navy is changing more and more — and each time for the better. All I'd like to change would be the heart-breaking separations, but perhaps even that will be changed in time. Until then, wives I agree should be 'seen and not heard.' Then they may cheer very loudly."

"If nothing else he's given my CPO husband a good laugh. Surely he does not imagine that happily married husbands keep secret how much they draw on pay day? The key word in families is TRUST."

"I for one have no wish to run the Navy, and I'm sure most wives have quite enough to do, especially when husbands are away and the mum has to be dad as well, and shoulder responsibilities while some men spend their time away playing at being bachelors."

Away from estates

"Try to think of us wives living in our homes far away from naval estates. When our husbands are in a ship, life can be very lonely, and therefore we need all the interesting articles that Navy News supplies."

"I think it is a smashing paper, and when my husband retires in two years we shall continue to read it."

The writer ended her letter to the paper by saying: "I hope you all have a fabulous Christmas — especially all those downtrodden husbands at the Navy News office!"

Scathing

Mrs. Edna Skillen wrote in scathing terms in answer to last month's letter from PO Petty, who besides condemning the idea of a wives' conference, also took a swipe at Navy News for giving away sailors' "secrets."

"Does this PO imagine that anyone but the 'Peter Pans' of the Royal Navy share his opinions?" asks Mrs. Skillen.

have strong associations with Scotland, so it seemed natural for the wives to support the Gurkha Welfare Appeal.

Mrs. Lorelei Wilmet-Smith (Hon. Secretary) was able to pass on the information that no less than £400 was raised.

Faslane in the fashion

A chance remark about a fashion show was a snowball which produced quite an avalanche up at Faslane.

Starting with the wives of the H.M.S. Renown Starboard Crew, the Port Crew were soon involved, a committee was formed and an ambitious project took shape.

The Collection was made up entirely from clothes made and designed by the wives, and not for sale. Everyone produced the material and accessories for one or more outfits, most of which were made up by Mrs. Valerie Davies-Webb, who was with John Cavanagh in London before her marriage.

Gurkha links

Most of the clothes, therefore, were unique, though a few had been made or adapted from commercially-available patterns.

The outfits were modelled by eight wives, under the guidance and instruction of Mrs. Maggie Goldson — herself a professional model.

A tombola (Mrs. Doreen Pelton) and raffle (Mrs. Tish Tatam) added to the fun, and colour was lent to the occasion by a Gurkha officer who introduced a film.

Links between the Gurkhas and the Royal Navy have always been strong, and the Gurkhas

DRUMFORK VISITOR

During his two-day visit to the Clyde Submarine Base, Vice-Admiral L. D. Empson, who has now become Second Sea Lord, called at the Drumfork Club and met some of the wives. As volunteers they run a voluntary snack bar at the club every weekday from 10.30 to 13.00.



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● The names of 1,800 petty officers came before the 1971 selection boards who, taking into account the reports of commanding officers, selected 721 candidates, sufficient to meet the expected vacancies for Chief Petty Officer arising in the year beginning November 1, 1971.

● In all respects, promotions from these ordered lists will be on the same basis as, under the previous system, were advancements from the rosters.

● Subject to the individual remaining eligible for promotion, vacancies will be filled as they occur by promotion in strict order from the new lists.

● The first promotions from these lists appear on page 7.

● If a petty officer becomes due for pension or redundancy before his turn to fill a vacancy is reached, he will retire in the rating he holds at the time.

● If vacancies arise at a rate slower than expected, those whose names remain on the lists at October 31, 1972, will retain their ordered positions ahead of any in the same Branch chosen by a subsequent board.

SEAMEN

To Chief Petty Officer — J. J. Manktelow 865612, P. F. Winch 883145, K. W. Young 938356, G. N. Kinnaird 899383, M. P. A. Brady 889924, E. J. Bradbury 912391, R. J. R. Stoopman 896851, A. E. Antell 938244, P. S. Stevin 932005, J. G. Garty 896185, T. F. Costelloe 900646, I. G. Drewe 838840, J. S. King 911867, L. A. O. Sayers 898604, S. C. Brough 918256, J. Warrenner 836644, J. D. Brough 909025, J. R. Stewart 926248, M. J. Snell 883039, D. J. Ford 925510, J. H. Stewart 905323, B. J. Bray 898213, D. F. Hackney 760155, J. W. H. Dick 935907, R. M. K. Adam 911556, J. A. Doswell 733345, R. S. Wilkins 898686, V. J. Furlong 883165, T. L. Russell 899520, P. J. Byford 899086, R. E. Walker 940664, K. Shennan 912358, J. Rogers 925405, G. R. Barker 921439, D. E. G. Blandford 908659, R. E. James 883123, C. R. Burrows 899493.

T. P. Heydon 889808, N. D. Wheeler 882876, D. Bean 908779, D. Wragg 947914, F. W. Roe 882702, L. Sharpe 918849, S. G. Sole 842445, R. Machin 883126, G. E. Clarke 918437, V. D. A. Young 883017, A. Charlwood 936858, S. G. Reed 896660, P. J. Gallagher 908727, J. Nolan 912883, K. Satterthwaite 928431, J. J. Volter 942878, B. F. Cornick 926377, G. Harbut 928112, J. Todd 882559, A. S. Collins 882716, P. J. Sykes 930608, R. P. Phillips 911405, J. S. Richards 928550, F. M. Moore 921400, W. A. Hilliard 911360, T. W. Fitch 934433, W. B. Broad 909622, D. Wilson 896290, P. M. Greaney 954605, P. Geehan 938415, P. M. Pearmain 938132, G. A. Hayes 889762, B. B. Pearmain 948960, C. A. Mackay 887195, F. J. Leiper 928092, G. E. Rooke 905853, J. H. Thompson 899460, G. J. Wallace 912396, G. D. Thorpe 926054, M. I. Forrest 954889, J. L. Brain 898483.

A. H. W. Snelling 926161, M. K. Ballard 938068, J. Tunncliffe 890255, D. A. Maltby 883464, G. Meakin 911904, D. J. Wickens 928183, W. D. Hakin 905227, D. Hawkesworth 929663, G. M. Metcalfe 945662, A. J. Perry 888402, A. Robinson 980056, M. G. Bastow 936656, P. M. Brown 908753, M. R. Peacock 944082, T. Carter 942108, J. P. S. Heaton 871348, A. F. Bristow 906380, D. G. Harvey 911309, B. G. P. Crook 921810, F. W. T. Forsyth 890368, N. Belding 889304, J. Hobson 926090, P. J. Miller 912748, W. H. Gibson 921351, R. Bennett 928490, B. J. Bushell 957072, C. L. Robertson 921707, W. P. Garrod 952684, E. Scidluna 929999, R. J. Nicholls 944392, R. J. McConnell 944323, B. C. Schillemore 871252, S. Mylne 972273, K. E. Trigg 929558, B. Humphreys 934273, J. C. Shirley 871255, P. J. Godfrey 911357, R. Fraser 90533, R. Gardner 926130, M. B. Elmesore 981358, P. J. Anscombe 820079.

SAILMAKER

To Chief Sailmaker — J. Corser 889115.

WEAPONS AND ELECTRICAL

To Chief Electrician — D. J. Page 956067, C. H. H. Ray 93029, M. D. Thompson 950196, M. F. Cullimore 957055, R. V. Davis 984336, L. W. Kelly 947335, B. Horne 981059, W. G. Parker 941500, H. Thomson 915182, L. G. Jones 883143, G. D. Harris 949886, T. Montgomery 945033, D. J. Clarke 961512, S. T. Pawley 953998, W. J. Barber 984479.

To Chief Ordnance Electrician — J. V. Bunn 950010, J. E. Hansbury 933174, E. H. H. Barker 892990, J. E. Mellor 979042, R. Hey 984365, W. P. Croft 969245, J. C. Leonard 937023, R. Townroe 964750, M. J. King 956607, R. W. Hubbard 950995, M. J. Mount 975878, R. Hines 984349, C. Niccolis 953914, E. R. Lewis 961684, D. R. Measom 946918, J. T. Corbin 946607, W. D. J. Hoare 947024, F. R. W. N. Purser 937310, B. Pilbury 961555, P. G. Fitzgerald 959240, D. Beard 974195.

To Chief Radio Electrician — M. J. Keeble 974446, D. C. Hillier 961681, C. A. Nixon 982497, R. J. Webb 923992, E. F. Harrison 983156, D. Groves 961752, R. Robinson 977121, S. Coats 967207, M. W. Ross 978967, W. Mac Farlane 984593, J. C. Dunn 977159, D. W. Harrison 961365, A. Burwin 977203, M. C. Fell 974410, J. B. Crabtree 981124, K. W. Lawton 964617, E. H. Hughes 980760.

MARINE ENGINEERS

To Chief Marine Engineering Mechanic — G. A. Shuttlebotham 894476, P. R. Jackson 921018, T. Welby 914168, R. W. Bird 921172, M. G. Webster 907373, D. J. Holliday 937827, A. Brodigan 951743, W. C. Hutchinson 931366, M. N. H. Vickers 948318, T. F. Johnson 862727, M. Crimlisk 907579, B. Kelly 951849, W. G. C. Kinnaird 914027, S. R. Beal 926770, K. Wilson 920733, J. Richmond 934649, C. G. T. Caldecott 948367, E. Marson 874325, D. G. Toppole 907517, M. J. Garraway 937995, P. J. McNicholl 965169, R. J. Howat 907163, J. Heaton 921121, N. Chamberlain 897907, D. A. Ham 903231, D. H. Carter 955470, T. Parr 850138, T. E. Mycock 914340, A. Lampson 899180, V. B. Eustis 973030, F. J. Lennon 939976, F. C. McDonald 965393, B. Jackson 907957, R. F. E. Stenning 898198, J. Hayman 902962.

In line for Chief

SUPPLY AND SECRETARIAT

J. C. Barrett 921205, J. L. G. Wightman 921163, J. D. Docherty 903184, G. C. Parrish 894449, P. E. W. Thompson 860629, R. J. Dockree 888159, B. J. Harper 965069, J. S. Stamper 902841, S. Studholme 937724, A. C. Ridge 926925, T. J. Lough 891108, D. G. Raphael 920774, A. Henderson 914282, M. Carroll 866059, W. D. Court 879546, J. J. Armstrong 903443, W. D. Price 907462, C. F. Timson 891711, D. E. McCormick 946261, D. G. Volsey 946619, K. E. Milner 903380, W. B. Green 934671, J. M. McLaughlin 934986, L. Nolan 934870, K. Cope 941866, M. B. J. Cook 955772, R. J. Evans 949245, P. J. Skelly 959642, R. J. Beed 926636, G. E. Callender 946330, B. Mather 907760, A. Gross 903111, L. E. Moysey 934772, D. M. Ashwell 962150, D. C. Baker 914730.

COMMUNICATION

To Chief Communication Yeoman — R. K. Howe 938972, G. C. Smith 934171, R. D. Sylvester 911996, T. D. Dann 940002, D. E. Maclean 934100, C. G. R. Beard 948717, D. Mitchinson 845029, E. S. Carlton 934468, D. R. Bee BEE 949176, B. G. Woodhouse 958962, A. S. Chambers 949131, R. J. Hunkewick 936196, D. Dallas 927177, B. M. Maden 949047, G. Downie 955584.

To Chief Radio Supervisor — B. L. Powell 871088, R. C. Matthews 871421, T. B. Hood 923412, A. G. Walker 889931, C. J. Lawley 940322, E. R. Lloyd 953271, G. L. London 935569, M. J. Daly, 939176, D. Woodland 938027, M. J. Timson 938315, J. R. Walker 948199, R. Gaston 898886, P. J. Champney, 921308, M. F. Perry 926491, D. Driscoll 932088, A. Clarke 947547, J. D. Kidney 948197, A. Duffy 930639, J. E. Harris 898477, P. C. Mitchell 920125, N. W. Atha 952223, J. M. Ross 843821, K. C. Atkinson 921302, M. J. Lovell 920132, D. G. H. Whitton 889346, P. Bryant 942245, J. W. Hughes 905174, D. Hudson 921782.

To Chief Radio Supervisor (W) — P. A. Belcher 953701, A. J. Cooper 907831, B. Durrans 962248, C. M. Hobley 950518.

To Chief Radio Supervisor (S) — J. R. Clissold 952366, F. C. Baker 965908, M. J. Carty 980608.

REGULATORS

To Master-at-Arms — D. N. Holloway 912633, J. E. Hood 935029, N. A. Waters 874537, F. Smewing 871153, B. Bainbridge 940780, N. J. Oatway 882794, T. G. Cheetham 831883, B. E. A. Read 908792, C. Smith 937609, R. Cripps 932284, J. Farmer 830607, G. J. Hardington 942493, C. Tucker 856876, E. McMullan, 931940, C. Page, 890132, K. S. Fowler 910966, W. G. Hopkins 936905, T. E. Durrant 963893, B. L. Marrable 845224, R. Pellow, 922350, J. W. Pettigrew 905583, C. A. Setfield 932078, D. S. Scott 962939, B. A. Church 795799, J. B. Hemmings 913350, T. B. Rayner 936792, T. Frettsome 980427.



C.O. (WITH A PATRIOTIC PINNY)

In a noticeably patriotic "pinny," Capt. M. C. Denman enters into the spirit of the WRNS Christmas lunch at H.M.S. Raleigh, Torpoint, by lending a helping hand at table.

Accepting her first glass of cider from her commanding officer is Wren Pat Haseldon (19), from Liverpool, and looking on is Ldg. Wren Janet Thomas (21), from Ashford.

SERVES THE CIDER



J. Mathieson 932001, R. E. Spence 916518, W. Ross 924713, J. H. Powell 916469, A. Blythe 918617.

To Chief Petty Officer Cook (ex(S)) — T. W. Chaplin 900933, H. F. McGuinness 904699, D. Baird 904411, A. S. Belkus 923852, J. W. Lyon 932200, J. E. Mockett 924847, I. Masson 873049, D. R. Martin 935720, P. J. Wall 947682, K. J. Burgess 919025, R. F. Godley 929913, B. P. Nelson 901288, W. J. Flay 894132, R. S. Hamilton 929917, R. S. Halfacre 896635, W. Forbes 900850, K. B. Frappell 947782, B. Keeble 953270, H. G. E. Exley 932765, S. Clews 890713, P. T. G. Harbour 919469, J. C. Nelson 932116, J. W. Taylor 936129.

To Chief Petty Officer Steward — T. Grigsby 925335, P. M. Fenton 98924, T. H. Lewis 918888, H. Williams 919021, A. T. Aylett 923058, A. N. Marks-Cockett 923782, R. J. Williams 845434, C. H. Mayes 764596, T. W. West 887217, D. J. Alford 900960, K. Eastwood 888450, K. W. Neadley 932845, A. Clifton 909083, L. E. Colwill 890892, A. Pollock 777956, R. T. Harris 896979, V. J. Grace 900828, D. Fairchild 984275, Q. E. moat 909086, M. L. Turner 943352, J. R. Lamond 930021, J. Elvidge 923862, G. Casey 923389, J. E. Granville 947789, P. Head 981728.

To Chief Petty Officer Caterer — P. R. Twyman 916471, D. Benton 918605, P. Treagay 923528, L. A. Dowse 947671, T. J. Mohan 953266, D. A. G. Hurst 932846, R. Sumner 940992, J. E. Hollins 978369, T. Long 971342, D. Jones 966184, S. H. Hall 972360, G. M. M. Batt 968972, R. C. Henry 984262, M. H. Owen 966471, C. W. George 966603, T. W. M. Neale 953651, R. H. Batley 972952.

MEDICAL

To Chief Petty Officer Medical Assistant — J. A. Naylor 917355, D. Wilson 842681, W. C. Stanton 942679, P. B. Wall 916153, E. Tomlinson 951045, J. E. Reeves 962795, I. W. Smith 855307, A. J. King 843555, C. Dedman 900730, R. W. Vellacott 932440, W. O. Williams 920019, T. Ohara 908872, J. T. Edwards 971732, J. G. Cornelius 968978, D. C. Frazer 940814, G. Marshall 954230, R. Douglas 952729, C. D. Smith 919176.

W.R.N.S.

To Chief Petty Officer Wren: Radio Supervisor — M. G. Speed 121674, Radar Plotter — H. M. C. K. Swann 120558, Regulating — V. Thatcher 117854, Switchboard Operator — L. Scott 120594, Writer (General) — P. Wade 120883, Writer (Pay) — P. M. Hancock 120725.

FLEET AIR ARM

To Chief Air Fitter (AE) — J. E. Purcell 880025, R. A. G. Bell 951452, G. E. Jury 906676, R. D. Moss 918092, J. W. Rose 931997, D. J. M. Corke 917433, T. Murray 977032, R. J. McLaughlin 879760, H. Glenie 894824, C. A. Kitchener 931729, F. J. Rose 886873, R. C. Norman 931920, M. S. Drury 935368, D. C. McLean 931728, F. L. Hill 906666, D. Turner 935194, A. Pacey 917968, F. Collins 927380, V. R. Crandon 910176, R. C. Bradbury 951669, T. G. Watson 935494, E. G. Heslop 92321, A. E. Cox 910567, M. A. Chandler 935388.

M. J. North 917733, T. H. Allan 935457, D. J. Acton 931858, J. T. Marriott 917926, A. J. Summers 908524, T. Crowther 931539, C. Dart 944720, D. C. Hilton 935390, S. F. Dyke 944893, B. Houghton 917401, I. H. Milsom 935257, J. Allen 918123, J. Dorman 951358, F. Paterson 910259, D. Horton 931829, J. C. Smellie 951283, E. J. Farmer 944818, A. E. Wilson 910841, M. J. Marshall 957410, J. Chambers 935141, J. J. Millward 967541, V. S. Coucill 944807, D. M. Poulton 963718, H. J. Ryan 952466.

To Chief Air Fitter (O)/Chief Ordnance Electrician (Air) — R. G. Worthington 886476, R. A. C. Devlin 917746, F. S. Bates 944860, E. Bowering 895033, A. E. Stalford 918192, G. A. Hirst 884782, H. J. Narraway 882189, P. F. O'Connor 927206, S. W. F. Maddock 931811, G. A. J. Warren 963766, D. K. Hepple 963445, J. Skelton 944740, P. J. Mallett 681484, C. M. Hayes 927274, E. Beavis 931720, S. P. Bodycote 963394, D. E. W. Smith 976368, R. V. Tittley 967942, W. J. Cole 976224, R. H. W. Bigden 975828, N. Bray 959258, C. Gunn 910387, D. Smith 963447.

To Chief Electrician (Air) — W. J. Murphy 956237, R. F. W. Davies 927868, G. A. Freeman 956186, J. A. Bray 927768, R. A. Hewett 864300, E. H. J. Smith 816975, A. W.

Not so much a hold-up . . .

A hold-up that was nearly a let down at the opening of the naval weapons museum, Priddy's Hard, Gosport!

Seemingly holding the photographer at bay with a pair of old naval pistols is Mrs. June Thompson (26), wife of CEL Mech. Colin Thompson, of H.M.S. Blake.



H.M. FORCES SAVINGS

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Ask at your Pay Office for further details, or write to:—The Secretary, H.M. Forces Savings Committee, Block B, Government Buildings, London Road, Stanmore, Middlesex, HA7 4PX.

Sounding out 'expensive noises'

For a long time now it has been technically possible to tell by a "stethoscope" whether the knock in a car engine was the little end on number one, the big end on number four or piston slap everywhere, though garages generally seem to cling to the notion that it is easier to go on replacing everything, bit by bit, until the source of the trouble is miraculously located.

Revised rates

Revised rates are announced for the North America and South America Seagoing Local Overseas Allowance areas, with effect from last May. Shore rates for North America, Bermuda and Bahamas have been promulgated separately to the stations by letter.

Revised married accompanied rates, also applicable from last May, now include special provision according to the number of accompanying children.

DCI 1225/71

Kedleston 'kitty'

Salvage money for H.M.S. Kedleston, for assistance rendered to MT Paramount on November 3, 1970, will be distributed on a basis ranging from £8.04 (12th class) to £106.40 (2nd class).

DCI 1294/71

FLYING JUNIORS

Because of instances where juniors whose homes are in the Orkneys have been stranded at Thurso due to bad weather delaying the sea crossing, they are to get free air travel for the final stage of the outward journey.

DCI 1230/71

Safety helmets

Thetford-type 600 safety helmets which have developed splits in the polythene cradle are pretty useless. They must be returned to the nearest victualling yard and replaced.

DCI 1214/71

The Royal Navy is going in for "stethoscope" work in a bigger way by a large-scale ship trial in H.M.S. Phoebe.

The new phrases to be heard will include "pre-refit vibration analysis survey," "point machinery condition monitors (PMCM)" and "discrete vibration analyser."

It seems to boil down to listening for the thump and finding out whether it is about the same or getting disastrous.

A good deal is likely to be heard about this "science" in the future.

DCI 1205/71



"According to this it's pregnant, Chief!"

Volunteers (fit and willing) please

A change from Service routine is available for selected officers and senior ratings (including the W.R.N.S.) willing to spend a month as instructors with Outward Bound Trust Schools. Places and dates are now listed for 1972.

Volunteers should be fit and willing to accept some personal inconvenience and minor hardship. Ability to instruct in seamanship and boatwork is essential at the sea schools, and in climbing and / or canoeing at mountain schools.

DCI 1203/71

Advice on aid

"I'm certain you could get a grant," say the sympathetic ones when a family is hit by unusual problems — but where to turn?

In the case of officers of the Royal Navy and Royal Marines and their dependants seeking information concerning the help to be obtained from benevolent organizations, they can write confidentially to The General Secretary, King George's Fund for Sailors, 1, Chesham Street, London, S.W.1.

DCI 1200/71

TASI talk

Ratings of TASI potential in the UW branch have been informed that in future the only avenue leading to qualification is by way of the UC branch. They must be transferred from the UW branch at either of the two breakpoints described in the earlier DCI on the subject (81/71). The current system will continue until May 31, 1973, to allow a transition period.

DCI 1227/71

Advancement

Recent DCIs brought to the notice of the Fleet Advancement Regulation changes which came into force on December 1, 1971. A new DCI promulgates in its annexe a number of other measures, primarily concerned with examinations and training.

The revised chapters of BR 1066 are being issued as a series of separate amendments. When distribution of all the required changes is complete, they will be embodied in the BR and become effective from a date which will be promulgated.

DCI 1262/71

Cashing in on good ideas

Inventions and suggestions can mean hundreds of pounds in awards to individual naval personnel from public funds and the Herbert Lott Naval Trust Fund.

Heading the latest list is Lieut.-Cdr. J. S. Loram, R.N. (ret.), £600; and others include: Lieut. (SL) (O) T. W. Ling, £190; and Lieut. (SD) (AV) C. E. A. Willson, £100.

Of the 31 recipients, 20 of them are ratings.

DCI 1289/71

Rooke Wrens' sunny smiles

Five pretty Wrens all in a row — and all working in the sunshine of Gibraltar.

From the left, they are Carol Evans and Angela Walton, dental surgery assistants; and Leading Wren Sarah Robinson, Ann Whiting and Leading Wren Elizabeth Dyer, who work in the R.N. communications centre.

Photo: Russ Whalley.

Light topic

A "rubber-sheathed 3-cell electric hand torch" has been introduced into naval service for use by upper deck sentries during operation "Awkward."

DCI 1251/71

Climbing back

Anyone who has been "dipped," either by court martial or summarily, and wishes to climb back again, should study the rules which came into force on December 1, 1971.

DCI 1263/71

GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Unaccompanied LFS: Length of tours cut

The Admiralty Board have decided to cut the length of an unaccompanied Local Foreign Service tour from 15 months to 12, for tours beginning after January 1, 1972. Personnel may volunteer to extend their tours.

The length of tours for personnel serving in NATO, loan and exchange appointments, and in R.M. units will

remain as at present. Wrens and nurses will be similarly treated.

DCI 1264/71.

Fifth/sixth fives

The list of successful candidates for "fifth and sixth fives" indicates several categories in which the number of applicants far exceeds the vacancies.

Several factors are involved, including the introduction of fleet chiefs, which will progressively reduce fifth and sixth-five opportunities.

DCI 1226/71

Test time

How long can you drive a car at night without pulling into a lay-by to nod off?

Tests of a similar nature to this are carried out at the Applied Psychology Unit at Cambridge, with gunnery, navigation, sonar and other equipment.

Tests last four weeks; with four days' extra leave at the end of it, and some extra pay. Volunteers will find that the only hardship is reduced sleep for certain tests, but there is compensation by additional time off duty.

Levels of noise, heat and other conditions may be comparable with those sometimes met in the Service.

In addition, there are fortnightly tests under normal conditions, and if there are insufficient volunteers, ratings may be detailed.

DCI 1272/71

By purchase

In an announcement naming the men whose applications for discharge by purchase have been granted, for the period July 1 to September 30, it is stated that the length-of-service qualifications have again been reduced in some cases.

Release of men with the following reckonable service has been approved: R.N. ratings (except artificers and mechanics), five years; R.M. ranks, five-and-a-quarter years; artificers and mechanics, six-and-a-half years.

Some changes in eligibility rules mean that men with the following minimum qualifications may now apply: R.N. ratings, on completion of four-and-a-quarter years of a nine-year engagement; R.M. ranks, on completion of four-and-a-half years of a nine-year engagement; and artificers and mechanics, on completion of five-and-three-quarter years of a 12-year engagement.

DCI 1219/71

Subs. in the news

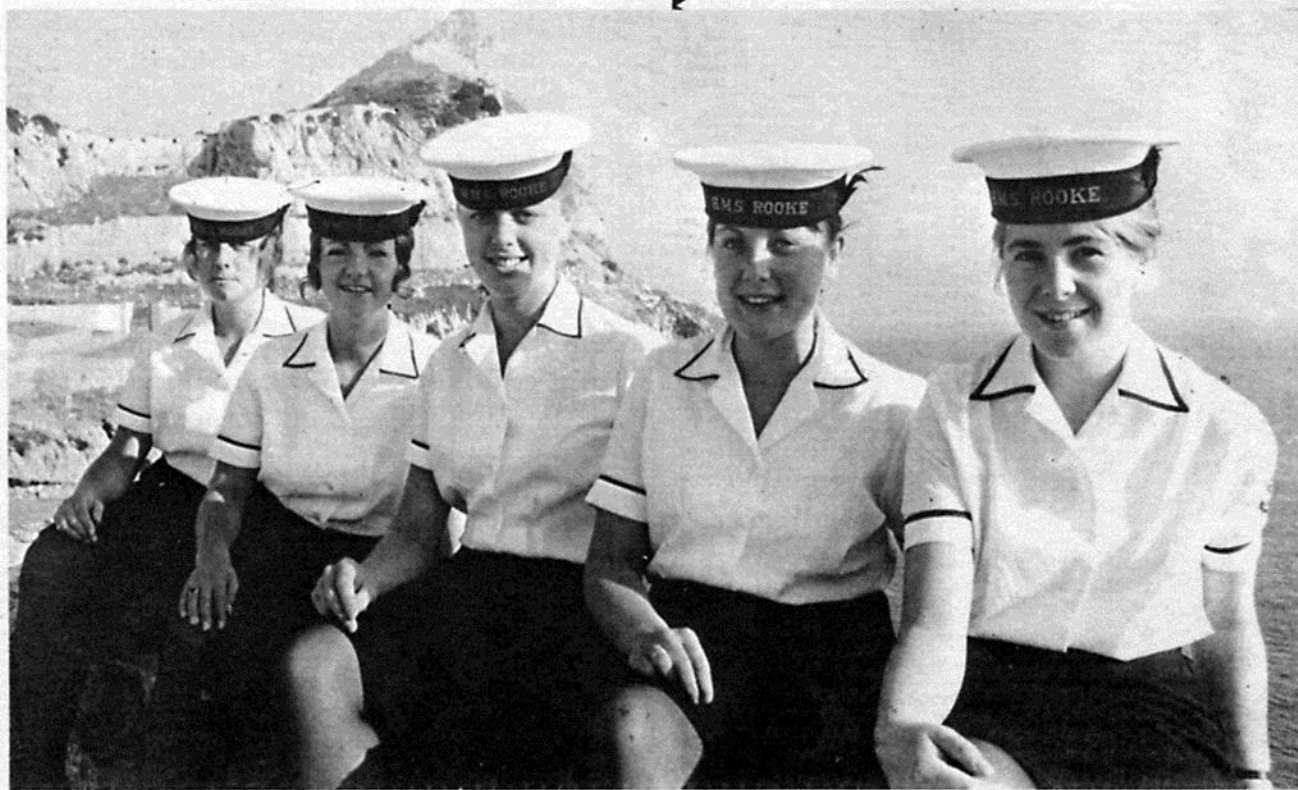
Two submarines which have been getting a little of the television and radio "coverage" are the Walrus and the Otus.

When H.M.S. Walrus visited Bristol, her commanding officer, Lieut.-Cdr. A. W. M. Stephens, was interviewed "live" by B.B.C. Radio Bristol.

It is to ATV Midlands that H.M.S. Otus owes her "claim to fame." Members of the crew visited the studios at Birmingham for the opening of the new V.I.P.s' lounge, the "Otus Room." The liaison was established when Mr. Len Matthews, the managing director (ex-Navy), spent a day on board the Otus at sea.

When the Otus visited Port Talbot for the last "jolly" of her present commission, there was an opportunity for TV personalities to visit her.

Another submarine which turned up in South Wales was the Ocelot, which visited Swansea.



BULWARK DISCOVERS...

After Exercise Sardinia, which involved a landing on the southern tip of the island, H.M.S. Bulwark returned to Malta for a second visit within a few weeks.

On the way an exceptionally large wave not only damaged a motor cutter but also drenched a somewhat surprised navigation officer, whose cabin is 64 feet above the water line.

During the week in Malta there were many visitors. Most of the organizations shown round the ship were Maltese, but one group consisted of Cub Scouts from the Royal Naval School at Verdala.

Next port of call was Venice, which presented a very different picture to the sun-soaked city of the travel posters. On arrival it was cold and foggy and during the course of the visit there were gales, rain storms, sleet and snow.

But the weather did not deter some 2,000

Venetians from climbing into boats to go out to see the ship when she was open to visitors. Neither did it dampen the enthusiasm of the children from an orphanage in Padua who were guests of the ship's company at a party.

After the party one of the children made a fine speech and presented "Signor Commandante" Parry with a picture painted by one of the boys.

When the last visitors had toured the displays on open day, the cookery officer (Lieut "Tommy" Handley) presented his cake, modelled like the Rialto Bridge and two gondolas, to the Mother Superior of an orphanage in Venice.

The Bulwark returned to Devonport in December after just over three months in the Med.

Snow in 'sunsoaked' Venice

Here's a Venice you don't see in the tourist brochures. The Bulwark ship's photographer captured the scene as the city lay under snow during the commando carrier's visit in November.



Changes in Royal Marines bands

The band of the Royal Marines, Plymouth, at present serving at the Commando Training Centre, Lympstone, will move to Plymouth this month and will then be called the band of H.M. Royal Marines Commando Forces.

A new band to be formed at Lympstone will be known as the band of H.M. Royal Marines Commando Training Centre.

NAVY NEWS IN BRIEF

Ending their terms of office as chairman, and vice-chairman, respectively, of the Pembroke Club, Chatham, PO George Chapman and CPO Ian Boyllett were presented with pewter mugs.

During the Festival of Hong Kong, the Royal Navy provided facilities for Chinese families to send greetings to sailors with the R.N. and Royal Fleet Auxiliary.

The Plessey Marine Air Anti-Submarine Warfare Trophy, awarded to the Royal Navy, was received on behalf of the Service by Rear-Admiral P. M. Austin, Assistant Chief of the Naval Staff (Operations and Air), at a ceremony on November 4.

Props. to prove it

When France launched the Foudroyant, third of the planned fleet of five nuclear-powered submarines, in December, the first of her ballistic-missile submarines, Le Redoutable, became officially operational.

NO CADETS

The Royal Navy rank of cadet, in use since 1843, is to be abolished. All Dartmouth entrants will in future join as midshipmen.

Twenty-five members of the ship's company of H.M.S. Otus joined in festive song with Welsh choirs when the B.B.C. recorded a carol service.

Chatham-based H.M.S. Aurora, "adopted" by Sidcup (Kent) Secondary School for Boys, was visited by 30 of the students on December 7.

H.M.S. Intrepid was scheduled as the last British ship to leave Bahrain at the end of December, other recent R.N. visitors being H.M.S. Minerva and H.M.S. Argonaut.

Training Germans

The Royal Navy is training German pilots and observers for Sea King helicopters, the Federal German Navy having ordered 22 of these aircraft from Westlands.

Seven sailors from H.M.S. Warspite, under refit at Chatham, have been thanked by the Upper Avon Navigation Trust for removing two lock gates from the Grand Surrey Canal, for use in reopening the Upper Avon for navigation.

The long-term future of H.M.S. Ganges, after the raising of the school leaving age, is "still under consideration," according to a Commons reply to a question.



Minerva guard

When H.M.S. Minerva visited Kharg Island in the Persian Gulf, her Royal Marine detachment paraded a guard in honour of Lieut. H.R.H. Shariar Shafigh, commander of the Imperial Iranian Navy's base on the island and a nephew of the Shah.

Entertainments included a spirited soccer match against the Iranian Naval Base team, and trips round the island in one of the Iranian Navy's British-made hovercraft — piloted by the Prince.

Ace missile marksmen proudly show off their propeller trophies on board H.M.S. Rothesay.

AB Tom Anderson (left) and LS Derek Duffin are the ship's Seacat anti-aircraft missile aimers. Each won a propeller from a pilotless target aircraft for his sharpshooting off Portland during a gunnery course when the aimers gave a sparkling demonstration using Seacat missiles against PTAs.

Photo: Lieut. Glyn B. Archer.



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He's a 'Royal' junior



After a year in the Royal Navy, 17-year-old Michael Bruce, of Peterhead, Aberdeenshire, has already had his share of travel and adventure — and is one of the few junior seamen to have served in the Royal Yacht.

Michael joined the Navy at H.M.S. Raleigh in December 1970 and after initial training joined a torpedo and anti-submarine course at H.M.S. Vernon.

While there he was selected for

the visit of H.M.S. Britannia to Turkey.

Following training as a sonar operator, he is on draft to H.M.S. Jupiter.

Navy drops in on schools

When members of the Royal Navy and Royal Marines presentation team decide to drop in on a school, some of them do just that — sliding down a rope from a Wessex helicopter.



This spectacular arrival never fails to cause a stir among the young spectators, and also emphasizes the ever-increasing role of the helicopter in today's Navy.

In two-and-a-half months the team, led by Lieut.-Cdr. M. J. Larmuth, visited 105 schools.

Team members: Lieut. R. H. Coward, Lieut. T. C. Jenkins (pilot), Lieut. S. J. D. Bush, R.M., CPO Wtr W. J. Randle, CME-M(Air) C. J. Taylor, CWM1 E. J. Wilkins, PO(AH1) R. J. Kelly, POEL(A) I. H. Shatwell, APO(AH1) R. A. Longmore, LREM R. Brownhill, LAM(AE) T. D. Thirlwell, LAM(AE) A. C. Marshall, LAM(AE) T. E. Williams, AA1 M. A. Duff, AA(AE)2 D. R. G. Thomas, RELM(A)2 H. I. Brogan, NA1(Phot) M. Weatherall, Marines J. Anderson, G. Cadman and T. Whotton, Wren Wtr P. Wilkinson and Wrens (MT) P. Gardner and B. Hill.

Helmeted young ladies try out the helicopter rescue strop, assisted by CME(M(Air) Clive Taylor.
Photo: NA M. Weatherall

NIGHT OF THE PING PONG



After four Wrens had decided to have a game of table tennis at H.M.S. Neptune, the sound of ping pong was heard throughout the wee small hours of the night.

Sponsored by sailors and Wrens at the establishment, the purpose of the 10-hour marathon was to raise over £100 for the WRNS Benevolent Trust and local children's homes.

While the table tennis was continuous, the players, in pairs, were alternately "on watch" and resting.

Participants in the table tennis marathon were, left to right, Wren Carolyn Fletcher, Wren Margaret Bilton, PO Wren Wendy Jenkins, and Wren Sue Dixon.

The event was started by Cdr. I. S. MacGillivray.

NAVAL MEDICAL BOARD



"It's a pity about your dodgy eyes, lad. You would have made a super frogman."

TUNNEL OF LOVE



"DISTRESS ROCKET"



"Who is your divisional officer, Marjorie Proops?"

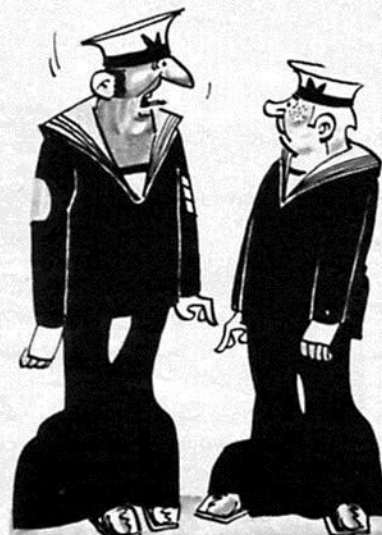
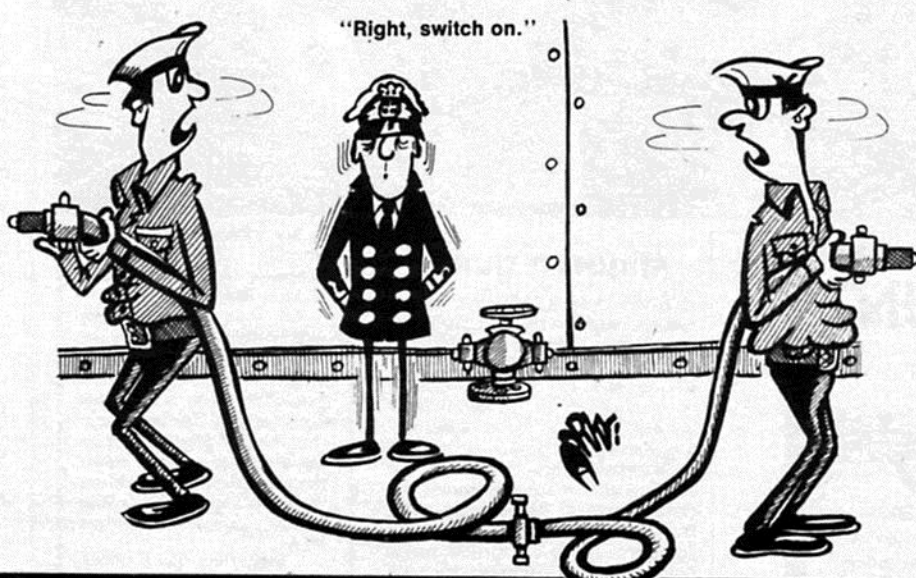
DISCHARGE SECTION.

"Cheerio — and don't forget, my dad's firm always needs your type."



HEATH.

"Right, switch on."



"What was an R.A. son? It was short for 'Long time, no sea.'"

LAUGH NAVY

Eagle finds a sun spot...

The scene (as recorded by the photographer) looked good enough to have come from the pages of a tropical paradise holiday brochure — if you ignore the understandable absence of a certain glamour!

A mile of soft white palm-fringed sands on an almost deserted tropical island had briefly become a sun-soaked playground for bronzed bathers enjoying a breather during the more arduous pursuits of a sailor's life in the tropics.

H.M.S. Eagle had found a sheltered anchorage at Langkawi during a lull in exercises off the west coast of Malaysia and members of her ship's company were taking a two-day break.

The joys of sun and sand included a beach barbecue rounded off with fresh coconut provided by the locals, and various departments in the ship chose teams to compete in a version of "It's a Knock-out."

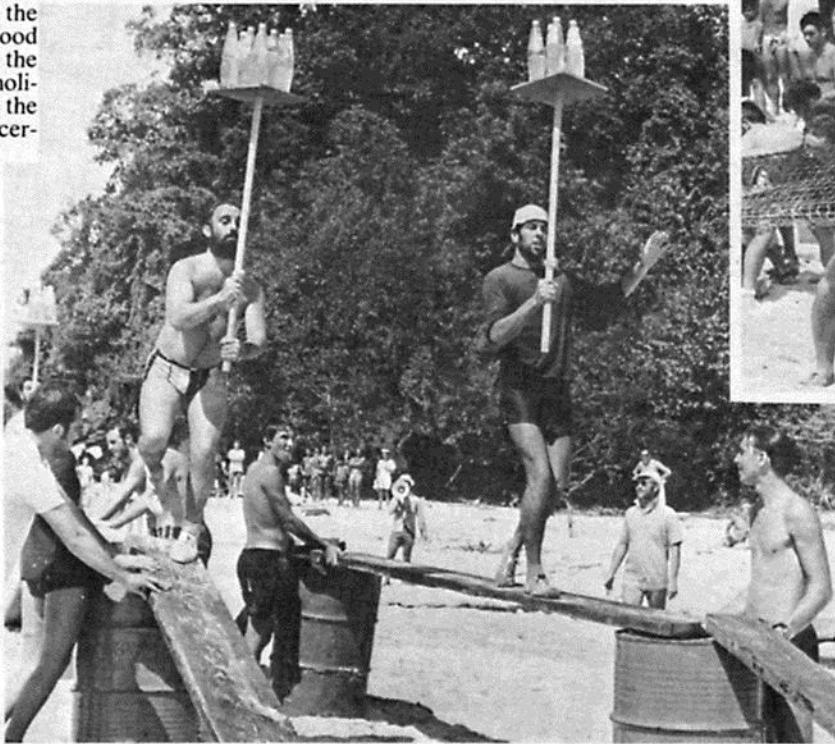
STIRRING EVENT

Another social occasion on board the Eagle came when the commanding officer, Capt. I. G. W. Robertson, ably assisted by the two youngest ratings, took part in the ritual mixing of the Christmas pudding.

On her way home from the Far East, the Eagle was due to spend Christmas at Durban, and, for many of the 2,600 members of her crew, this would be their first Christmas away from home.

MILESTONE

But there is much more to life at sea than sun, sand and



Christmas pudding mix. The ship's newspaper, Eagle Express, reported that, during intensive flying off Gan, the carrier recorded its 3,000th deck landing. It was made by an 800 Squadron Buccaneer.

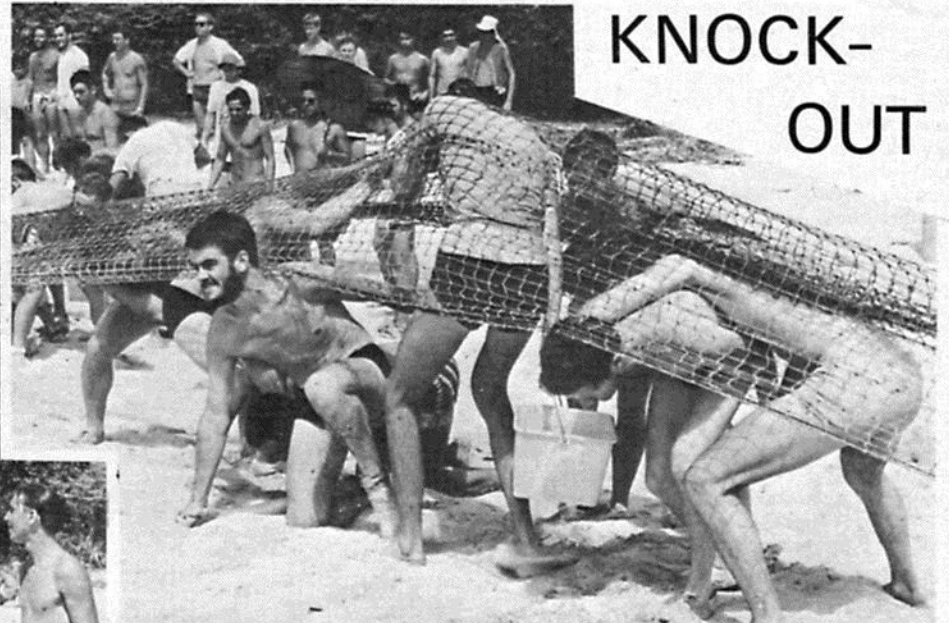
During her time East of Suez H.M.S. Eagle has visited Singapore, Australia (Sydney and Fremantle), New Zealand (Wellington) and Hong Kong.

ABOVE: A couple of sun drenched pictures which indicate some of the enthusiasm, poise and balance of H.M.S. Eagle's tropical "knock-out."

Tales of two heavyweights

IT'S A (TROPICAL)

KNOCK-OUT



SHE MAY BE GETTING ON BUT —

During 1971, H.M.S. Eagle, in her 20th year, steamed over 74,000 miles and spent over 190 days at sea — further and longer than in any other year of her busy life.

In November, 800 Squadron achieved more deck landings and night deck landings than in any other month since forming with Buccaneers, 899 Squadron flew more sorties than ever before since forming with Sea Vixens ten years ago, and 826 Squadron (Sea Kings) flew one-third more hours than in any previous month.

... Ark men in the clouds

REST ON THE CREST

H.M.S. Ark Royal's mountaineers take a well deserved breather on the summit of L'Ofre in Majorca.



Picture CPO E. Duguid.

Four days at Palma, Majorca, gave mountaineers in H.M.S. Ark Royal a chance to reach for the heights in the mountains to the north-west of the island, writes REA(2) N. Francis.

Led by three members of the R.N. Mountaineering Club, 20 travelled by coach along the breathtaking clifftop roads to base camp near Puerto Soller, a fishing harbour and seaside resort ringing an attractive bay.

Tents were pitched among olive trees, and several groups climbed a small coastal crag weathered by wind and sea spray.

MULE ROUTE

In the evening, the local bodega made a fine H.Q., and plans were made for an early start next day on the impressive Sierra Alfania, a jagged 11-mile limestone ridge.

After several false starts, a group of Spanish climbers provided the clue to the problem of finding a route up the heavily cultivated lower slopes and the steep rock walls rising to the crest.

A steep and ancient mule track led through a fantastic limestone gorge where stalactites hung from massive

overhangs, eventually to emerge from the awesome gloom of the gorge into the bright sunlight of a high and fertile valley.

The route then took the climbers through thick cyprus scrub to the sun warmed rocks of L'Ofre and a pleasant scramble to the summit.

SUPER VIEW

The view revealed the superb ridge in its entirety, and many of the smaller hills and rocky spires.

Back at the bodega, the party wine and dined on a sea food paella.

Details of membership of the R.N. Mountaineering Club may be obtained from the secretary, Lieut. B. Carter, H.M.S. Forth. The club holds regular meets throughout the year and joins with the other Services for an annual Alpine meet.

MALTA — BILL'S FIRST AND LAST

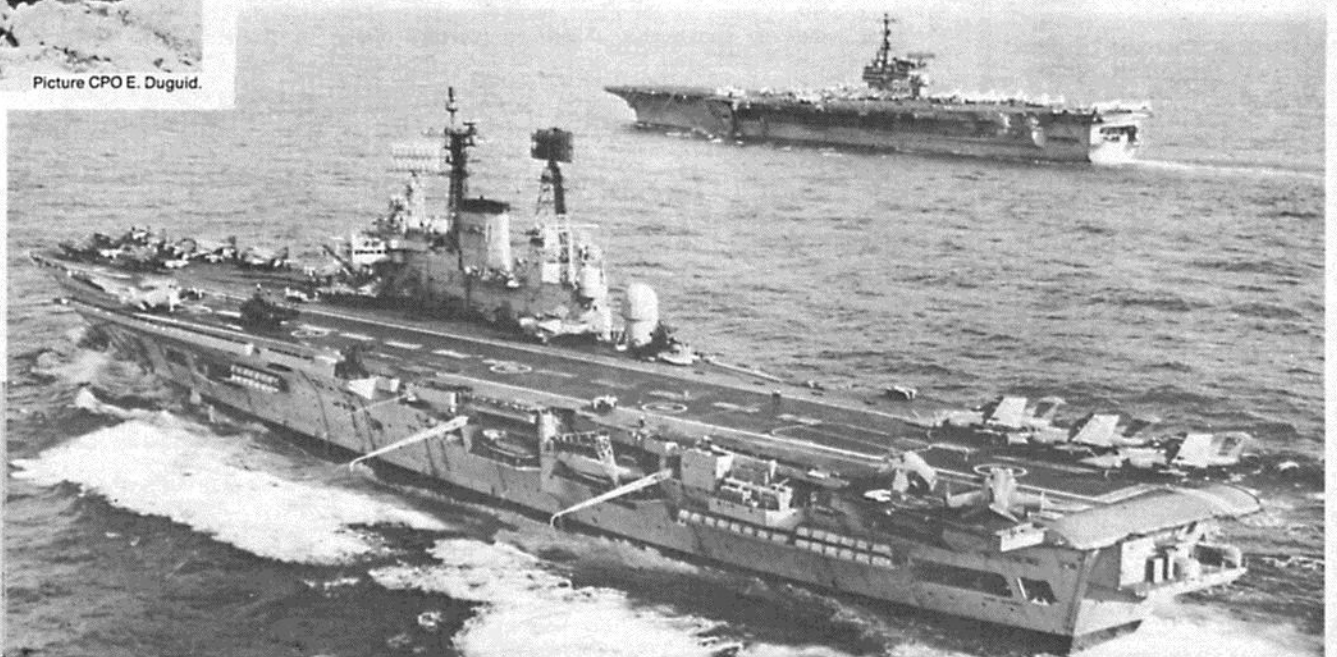
With H.M.S. Ark Royal's visit to Malta from November 19 to 24, the wheel of Naval service had turned full circle for Lieut.-Cdr. Bill Credland, who, on November 15, had been succeeded as Flight Deck Officer by Lieut.-Cdr. Nick Ward.

Malta was the first foreign port Lieut.-Cdr. Credland entered as a boy seaman in 1938, and it was also to be his last port of call as he was leaving the ship there. He leaves the Royal Navy in six months' time.

He was a flight deck officer continuously for eight years, successively with H.M. Ships Eagle, Hermes, and Ark Royal, and loyally accompanied from deck to deck by the same chief and petty officers.

MED 'OPPOS'

H.M.S. Ark Royal is pictured (right in the foreground) in cross-operating exercises in the central Mediterranean with the American carrier, USS Independence.



Navy News

The yo-yo families

About a thousand gasps of special Royal Marine intensity must have swelled the dismay in Malta over the failure to reach agreement on payment for the use of the island's military bases.

Families of 41 Commando had frustrations enough only a few weeks ago when they packed in readiness for a two-and-a-half year stay in the island, only to be told — some at the airfield — that the move had been cancelled.

Having been put into temporary accommodation, they were eventually able to resume the journey, and must now be stunned at the prospect of being shunted back.

It is difficult to see how the normal disturbance claims machinery can cope with the expenses and experiences of people who are going to feel more like refugees than "married accompanieds."

REUNION SPOILT

Another news item will also arouse sympathy, namely the disappointment of the five H.M.S. Glamorgan wives whose "reunion holiday" plans went awry when the ship's expected stay at Mom-basa had to be altered.

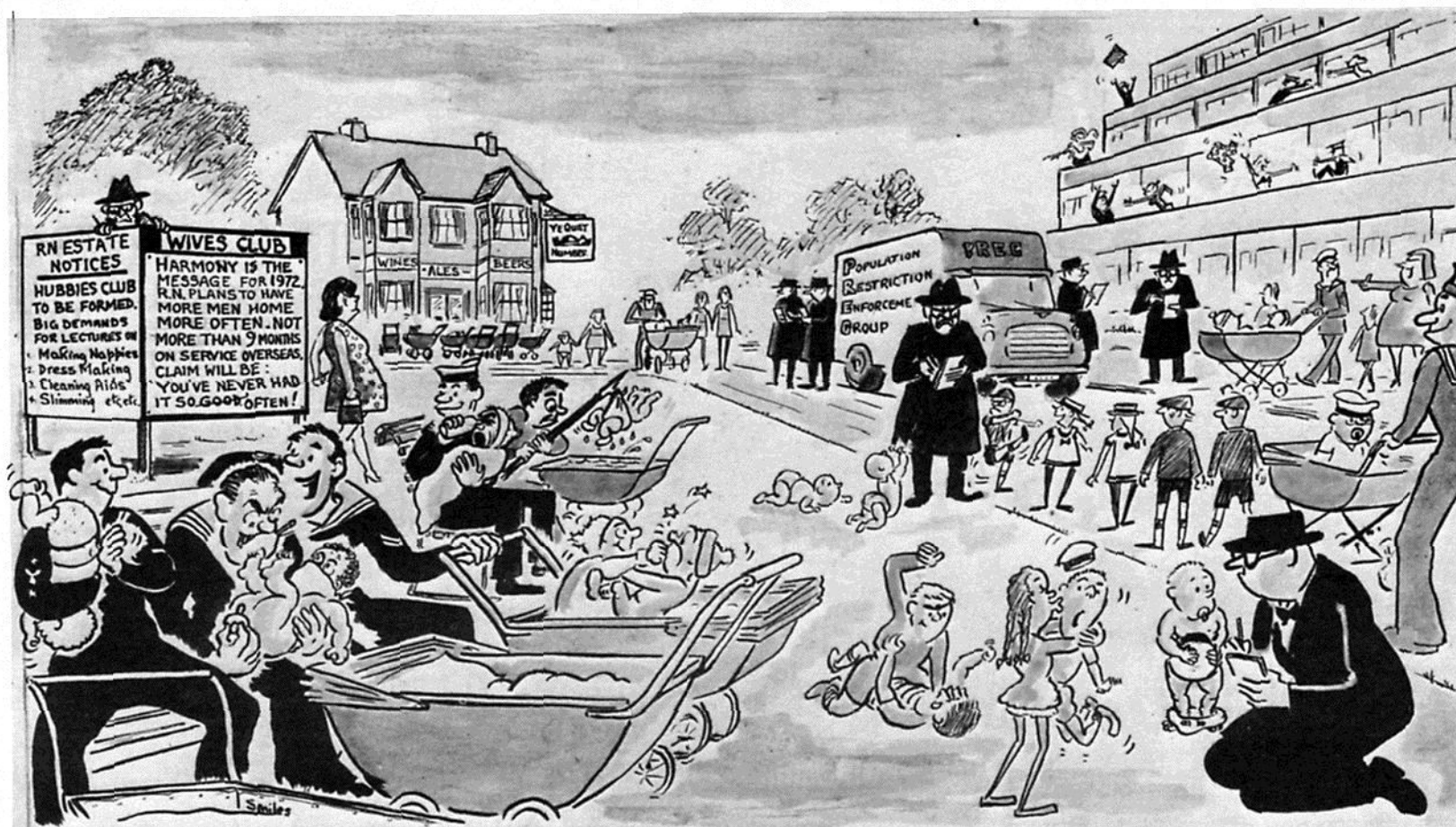
Much money was spent on air charter fares. No redress is possible, because such movements are not official, and everybody knows that occasional changes of programme — despite every good intention — are unavoidable.

One would be sad to think, however, that that was the end of it. New rules are bringing dramatic improvements in the length of naval separations, but the total time will still be the same. It is natural and reasonable that wives should try to join their husbands whenever they can — especially in sunnier climes.

If a magic wand could be waved, "reunion holidays" would be made official, with the cheapest possible air charter flights, accommodation arrangements and insurance for the return of fares in the event of programme changes.

It is true that civilians can run into astonishing troubles over holidays, and have to sort themselves out, but Service people have a few extra problems, to which recent happenings bear eloquent testimony.

With ever fewer married accompanieds, interest in brief overseas visits is bound to increase, helping to retain for Service life some of the glamour of the former foreign drafts.

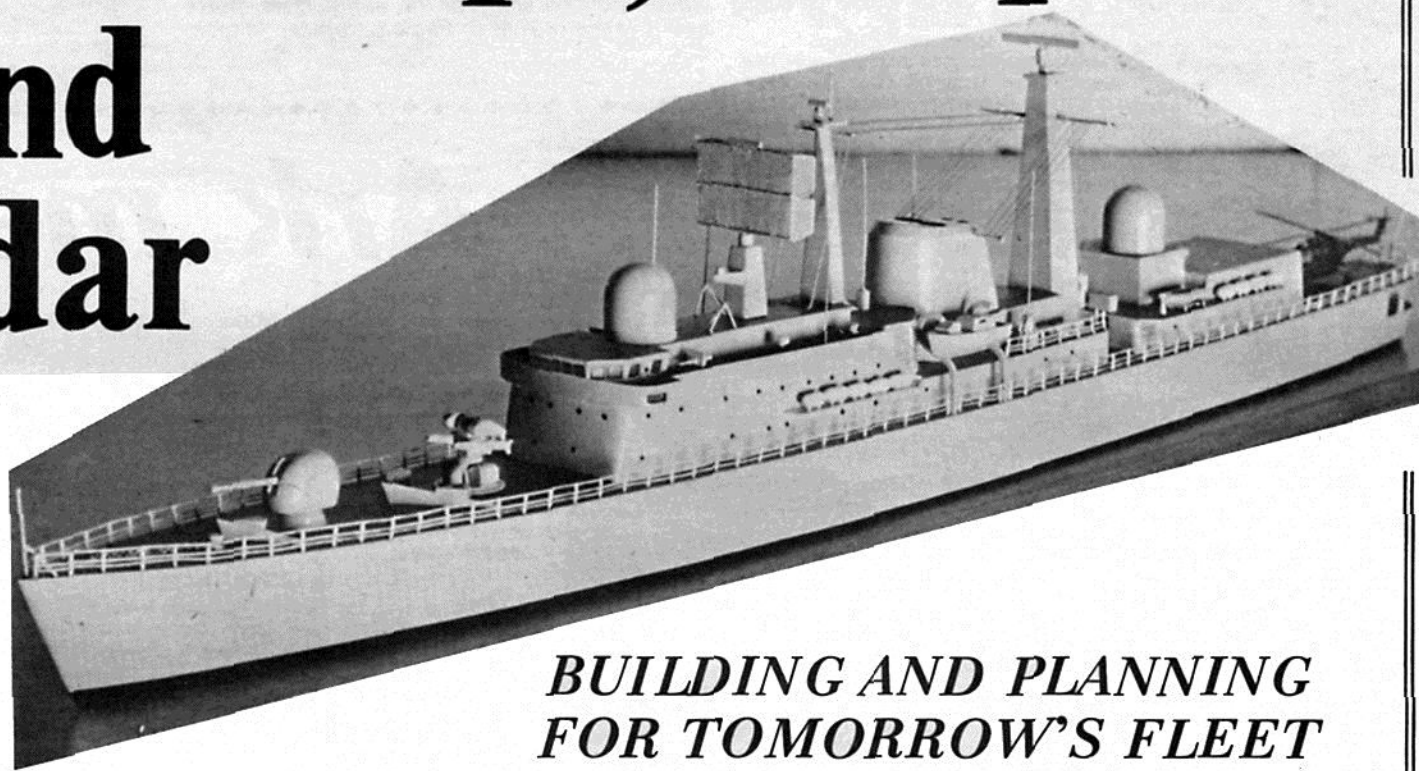


"This lot don't seem to be so happy about us being home all that often!"

New ships, weapons and radar

A model of the Royal Navy's Type 42 guided missile destroyer, the first of which, H.M.S. Sheffield, was launched by the Queen at Barrow-in-Furness last June.

The Sheffield is due for completion in 1973 and five more of the class have been ordered.



BUILDING AND PLANNING FOR TOMORROW'S FLEET

A whole variety of new weapons and radar, to go with the accelerated programme of a new generation of ships for the Fleet, were forecast by Lord Balniel, Minister of State for Defence, when he spoke at the 25th anniversary dinner of the R.N.V.R. Officers' Association and Naval Club, at Greenwich.

Lord Balniel said that the Soviets were building six ships a year of frigate size and above, and some 10-11 nuclear submarines a year.

Their expansion meant that the Soviet Navy had a much higher proportion of new vessels than our own Navy and those of our Allies.

At the same time there had been a substantial amount of criticism in recent years about the reducing size of our Fleet.

"I think it would be appropriate tonight," said the Minister, "to describe some of the ways in which the new Royal Navy is shaping up to meet the challenge of the 70's and 80's, and to counter the growth of the Soviet Navy."

"The Fleet is indeed reducing, albeit relatively slowly, but the new ships entering service over the next few years will be much more than replacement hulls. They represent a completely new

generation of ship designed to take advantage of the latest advances in naval technology.

"This year saw the launching of the last of the well-tried Leander-class frigates which have been in service now since the early 1960's.

New classes

"But more importantly, 1971 saw the launching of the first of two new classes of ships, the Type 21 frigates represented by H.M.S. Amazon, and the Type 42 destroyer represented by H.M.S. Sheffield.

"The Type 21's, of which a further seven have been ordered, will, like the Type 42, of which a further five have been ordered, be powered by sea versions of the famous Rolls Royce Tyne and Olympus engines, which will give increased performance at high and cruising speeds.

"Both classes will be armed with the Vickers 4.5 automatic gun, and will have a rocket and torpedo firing helicopter embarked.

"The Type 21's anti-aircraft missile will be the Seacat (or point defence — later ships will carry the Seawolf), while the 42's will have an area defence capability with their Seadart missiles. Automatic computerized fire control systems will be a feature of both classes.

"And it goes almost without saying that the crew accommodation will be deluxe.

"This then will be the shape of the new Royal Navy, and the Government's recognition of the vital role which the Royal Navy has to play in our defence was shown by the decision to accelerate the naval shipbuilding programmes in which the order of four Type 21's and two Type 42's, and a number of other vessels, was brought forward from later years."

Full part

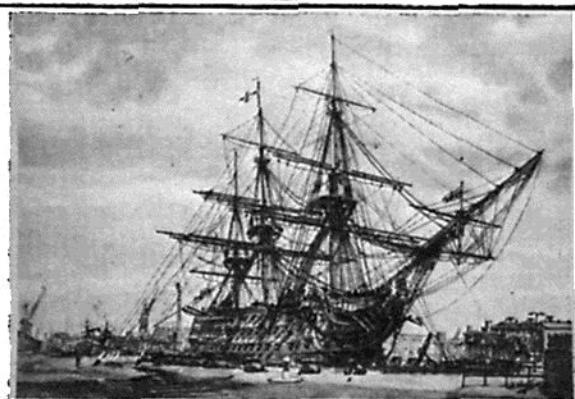
Lord Balniel said that, for the future, design work was going ahead on new classes of ship, including the third component of the future Fleet package — the command or through deck cruiser.

Work was also in hand on a whole variety of new weapons and radars which, with the new ships, would ensure the Royal Navy's ability to play its full part in NATO and in the defence of our maritime trading routes throughout the world.

RUM TUB GIFT

A naval rum tub was taken to Holland by the Britannia Royal Naval College minesweeper, H.M.S. Walkerton, as a present from the college to the Royal Netherlands Naval College.

The tub will be kept in the Dutch naval museum at the port of Den Helder, as a reminder of the days when the tot was a feature of life in the Royal Navy.



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FASLANE'S FASHIONABLE VISITOR

'Princess Neptune'

The Clyde Submarine Base, H.M.S. Neptune, was visited on November 25 by Princess Anne, who toured two nuclear-powered submarines, opened a new discotheque and a club extension and rounded off a busy day by attending a dinner dance.

On arrival, the Princess was taken to the Royal Naval Polaris School for coffee and an informal introduction to the Base by the Commodore Clyde, Commodore Peter Berger, and the captains of the two submarine squadrons.

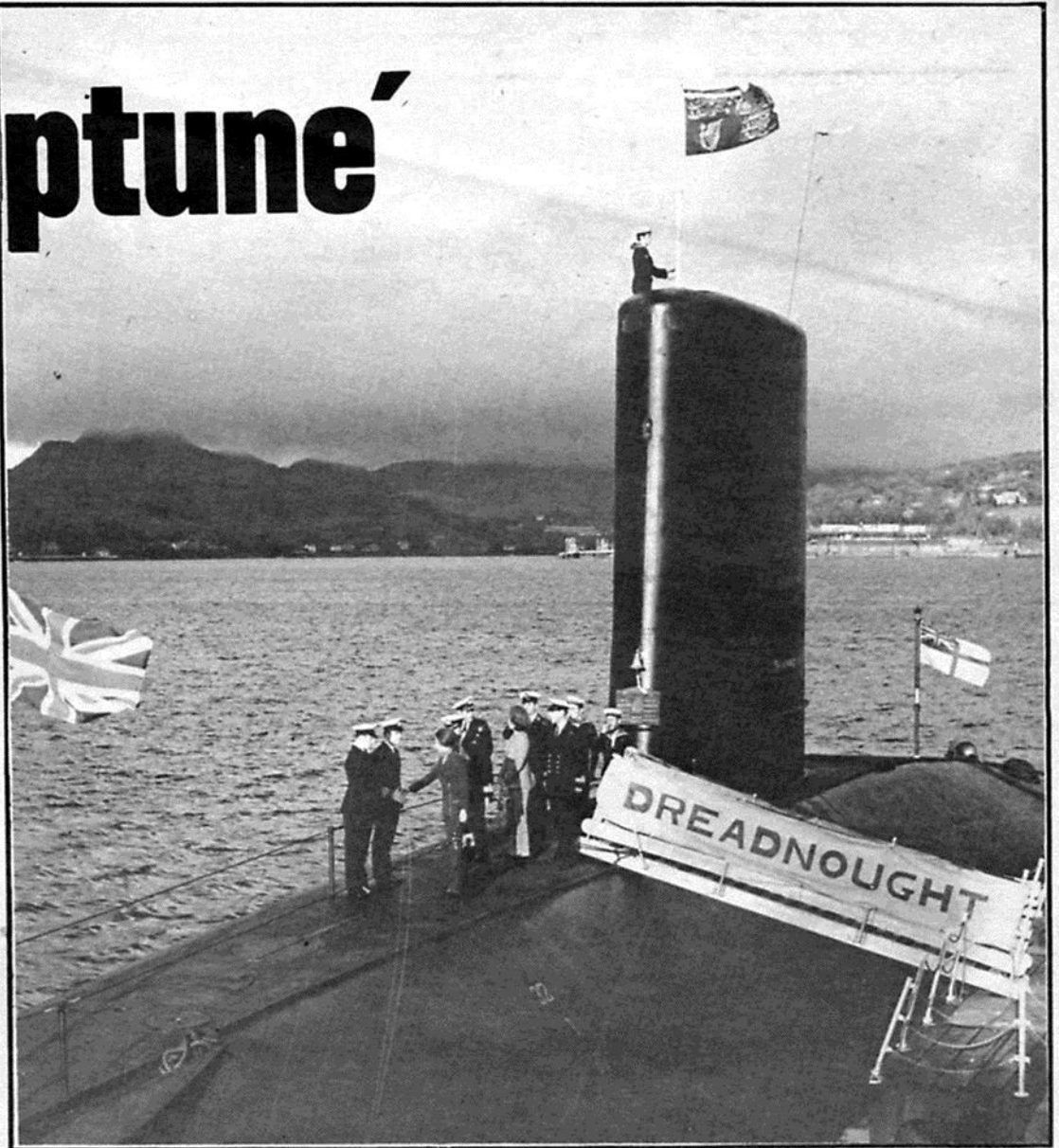
For her day-time engagements, Princess Anne wore a slim-fitting chocolate-coloured trouser suit fastened with gold zips.

Later, the Princess gave the fashion-conscious females of Faslane another treat

when she appeared in an elegant lime green patterned dress.

At Neptune's Trident Club she met committee members and their wives (pictured below) and opened the new discotheque, listening to a sample of the entertainments it provides.

The base commander, Cdr. Ian MacGillivray, presented the Princess with a model submarine before she left to attend the dinner dance with nearly 400 officers and their ladies.



Tea (but not tiara) time!

Princess Anne left the Base during the afternoon and was driven through Helensburgh to the Churchill married quarter estate where she opened a new extension to the Drumfolk Club.

The extension cost £20,000, of which £18,000 came from the Sailors' Fund.

The Princess also visited the club's playgroup. One little girl seemed puzzled, and somewhat disappointed, by one aspect of the Royal visitor's appearance. "I thought all princesses wore bands in their hair," she said.

"I'm sorry," replied the Princess, obviously amused, "but I can't do anything about it. I can't wear tiaras all the time!"

Before returning to H.M.S. Neptune, Princess Anne had tea with naval wives.

The Princess's Standard flies over H.M.S. Dreadnought, as she is piped aboard, accompanied by the commanding officer, Cdr. Graham Rogers. During her tour of the boat she received a paperweight in the shape of the submarine's badge. It was made by members of the crew and presented by Chief Mech. Sid Waller.



Tour of Renown



In the Polaris submarine H.M.S. Renown, the Princess spoke with members of the ship's company, including those pictured here in the dining room.

During her tour with the commanding officer, Cdr. Tony Pogson, she was shown the key used to launch the missiles.

In the control room the Princess looked through the periscope, trained on the after deck, and saw a missile hatch open and close.

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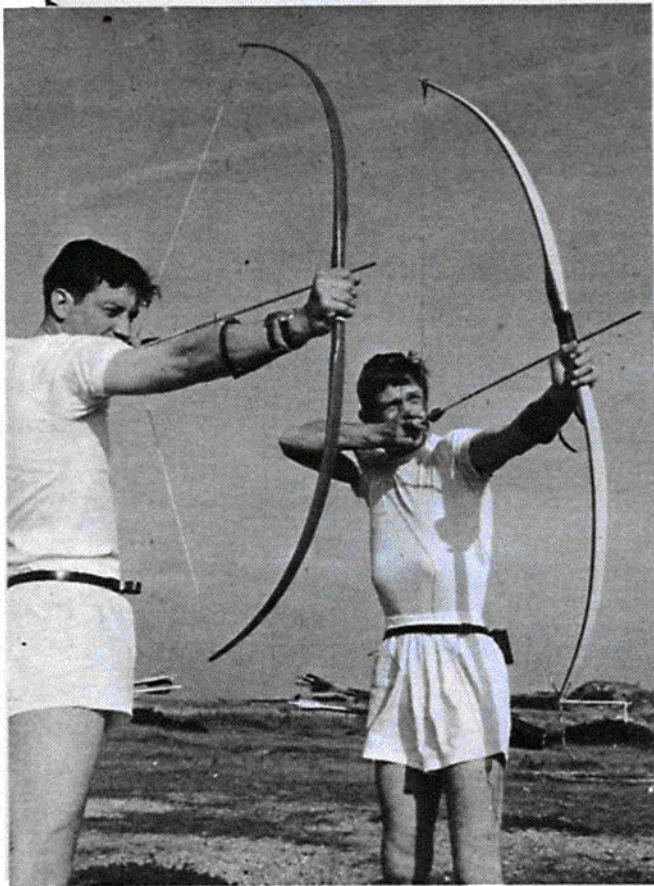
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Success is their target

Strongbow! Though not perhaps so bang on the target as the archers in the telly advert. (Perhaps they miss the influence of that imperious-looking dolly.)

New experiences come from all sorts of new sports at H.M.S. St George, and here are Mr. Roy Grimsey (left) and Mr. Tomas McCall trying their hand with bows and arrows.



It all has to be weighed up very carefully, on factors which may be properly understood, or based on misconceptions and exaggeration.

This feature discusses some of the major questions for sailors meeting the cross-roads in their lives.

Officer training for senior rates

Groomed, alert, and ready to give of their best, new candidates at H.M.S. St George, Portsmouth — home of the Special Duties officer training — will have settled one of the main issues already.

They would not be there unless they believed that the Service could provide a way of life and opportunities worth exchanging a "half career" for one about ten years longer.

Sailors who become chief petty officers or fleet chiefs may well feel reasonably satisfied with the position and rewards attained, but those with that little extra drive will have made up their minds much earlier to cream off the full potential of their ability.

For them, becoming an SD officer is the logical step, with a more interesting and responsible range of duties, a longer secure career and the stimulus of overtaking all the ratings above them.

An old saying

Success on the course means an increased professional and social status, and improved standard of living in the Service.

There's an old saying, "Work hard for eight hours, and one day you might be the boss and work 16."

When this is translated into Navy language it can be just as much exaggerated. Sea watch-keeping is much more interesting as an officer than as a rating, while officer-of-the-day duties are — at worst — only

one in five even in a frigate.

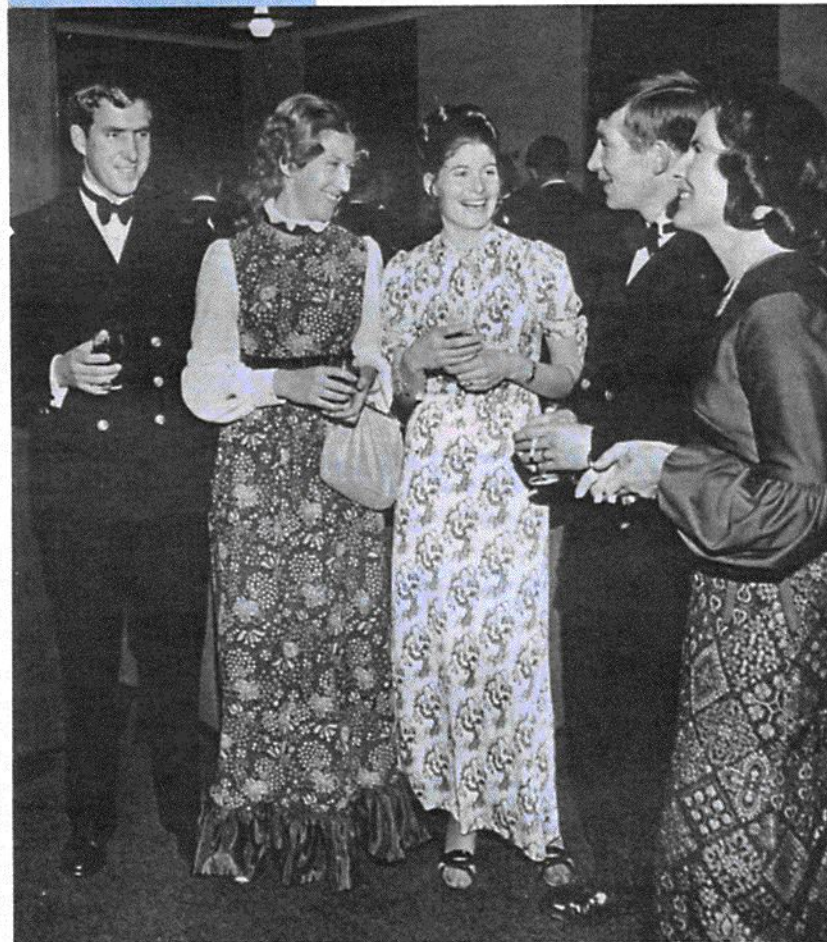
It is true that some junior SD officers have more sea time than they would have had as senior rates, but adverse sea / shore ratios only apply to certain branches. Separation generally is being reduced as

the Far East rundown is being completed.

Promotion prospects improve all the time, and still further improvements are under review at present. DCI 1210/70 gave better prospects, too, for transfer from the SD to the GL, and stated explicitly that

"transfers from the SD list are an important source of additional General List officers and are recognized as a natural part of officer structure."

The wives join in



When

The sailor who... that his wife would... him to become a... may have omit... important factor... never got round... her.

At H.M.S. St George... high regard and conc... wives. At the beginni... term the new girls go... party, where they me... and their wives, and... Term couples (by... hands" at the sociali... and hear an inform... from the Captain of th... He shows them a

GUEST GR

The role of H.M.S. S... is "to ease the trans... senior rate to junior... the phrase implying... professional, but... academic, social and... transition.

Support of the... essential, typified... cheery group at a lad... night.

Left to right: Mr. Smith, Mrs. Smith, M... more, Mr. Michael L... and Mrs. Bryan (wife... member).

Endure it (and laugh)

"God! Why all that mud and misery?" Well, in fact, it is a bit of a laugh as well, but in a fighting service leadership and endurance are qualities upon which the sternest demands may be made at any time.

In such exercises as these — with Royal Marines at Lympstone — a man learns a great deal, and especially about himself.

The library at St George is well used, and has £1,000 a year spent on it to keep the books up to date. Candidates have at least four HET's (many are better qualified than that) and in their written journals and lectures often find an interest and ability which had never been properly developed. School might have been a long time ago, but maturing is an education also.

These candidates are Mr. Peter McWalters (left) and Mr. Geoff Ashton.



Photos: CPO
Dave Morris

Stretching their minds -and legs!

And what of the course itself? To start with, only two candidates have failed to make the grade in the last 18 months, though a few opt out in the early stages and decide "it is not for them."

Training throughout the Service has been revolutionized and sensibly liberalized, more particularly in the last five years, and H.M.S. St George is well up with the hunt.

Candidates at St George will have to stretch their minds a bit, with about a third of the time in classroom. There is much to be learned about "General Officer

Knowledge," and in brushing up maths and committing thoughts to paper.

But they will have twice as many hours getting fresh air into their lungs through leadership training exercise and sport.

The week which seamen candidates find most valuable is that

spent in MCMV's getting solidification of the Experience Certificate before joining H.M.S. St

Sports never tried to bring plenty of new ex... Even the beach run from... to South Parade Pier... (ever tried running on... gle?) can have its com... in the summer months... bikini "scenery" can... stimulating.

From Dartmoor to de... a new world of competi... is unfolded, creating a... consciousness of physical fi

Y AHEAD

A question of cash...

Money is a major consideration (if not the first one) and under this heading everything depends on whether a fellow is thinking about the bread today or the cake tomorrow.

The bread today means about £45 a month more on promotion to SD sub-lieutenant than on promotion to chief petty officer.

Money is for spending, and some extra expense is involved in fitting out the family wardrobe to begin with (few wives seem to object to this!)

"And what about the mess bills" — the question always at the back of the mind of every candidate who has ever struggled to make ends meet.

The factual answer is that an individual pays roughly £4 a month for messing, has an average mess share of £2 a month — and the rest is up to him.

One way and another the extra money will go — but it should go pleasantly in better standards of family and personal life.

Obviously there will be further expense he cannot very well avoid, but anyone asked about his mess bill usually replies with a boastful, "Lord, you should have seen my last one!" — forgetting to add that it was the biggest he had ever had, and that he knew perfectly well he had been enjoying himself rather more than he need have done.

Becoming an SD officer will mean a continuance of prudent housekeeping, but the shrewd will also have their eyes on tomorrow's "cake" — better financial prospects, pensions, gratuity and "second career."

And no line-shooting!

Is this a stick-up? Not really, the "two-gun man" is just stressing a point during his lunch-time comment at H.M.S. St George. This daunting few minutes in front of your chums is all part of the process to promote confidence, powers of expression and a spot of diligence in quick research on news of the day.



From Dartmoor to deck hockey, a new world of competitive activity is unfolded for candidates at H.M.S. St George, creating new experiences and a high consciousness of physical fitness.

These course members are on an exped. on the River Wye in South Wales.

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George woos the ladies..

George and the Candidates" (filmed, by the way, by an ex-candidate) to give them a good idea of what their husbands undertake after joining St George.

It is stressed that the candidates must be able to rely on their wives' understanding and support.

The wives respond magnificently, both by accompanying their husbands to the many social events at St George, and by giving them moral support in all the other activities undertaken.

As well as the social events, which include ladies' guest night, cocktail party, cinema-

supper evening, projects evening, theatre visit and the graduation ball, there are two families' days each term.

The first takes the form of a sports day in the summer term, and a swimming gala in the other terms; and the second is a families' church service, followed by lunch at St George.

Wives and families play a vital role in their husbands' effort at St George, and there is every truth in the saying that behind each successful candidate is a determined and sympathetic wife.

Plotting it out



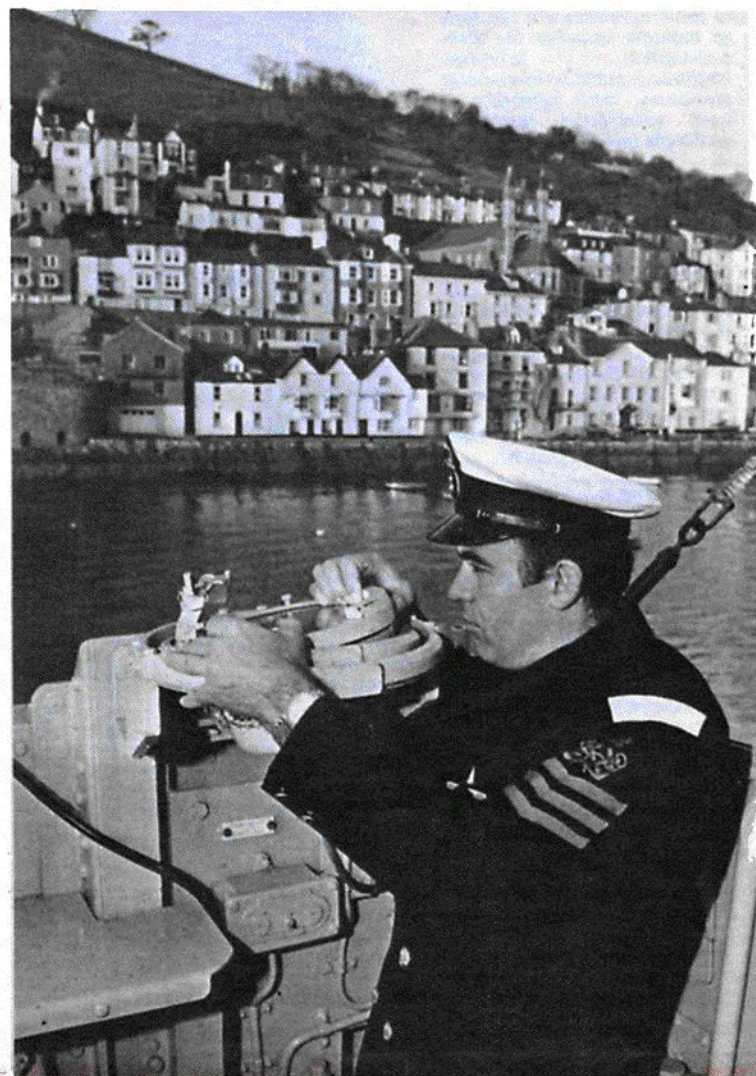
Navigational instruction at H.M.S. St George. Left to right are Lieut. Ray Russell, Mr. Peter Young, Mr. John Reed, and Mr. Colin George.



Experience

"Never mind the bearings, just turn right at the pub!" The houses look mighty close but the charming scene is familiar to seagoers at Dartmouth, where Mr. Chris Beard posed for the photographer during his spell aboard H.M.S. Upton.

The week which candidates find most valuable is that spent in MCMV's getting useful solidification of the Bridge Experience Certificate gained before joining H.M.S. St George.



"No ship can live without the men who give her sinews and courage, without the chief and petty officers who provide the backbone, or without the officers who are supposed to give an intelligent lead — and frequently do."

With this sneer at his fellows, Alastair Mars launches into *British Submarines at War, 1939-45*, published by William Kimber (price £3.25).

As a practised writer, a naval officer of undoubted individuality and submarine commander whose branch lived its war rather nearer to death than most of the Service, Mars is well qualified to take up his pen.

The book is very much the gospel according to Mars. Obviously he was not an

'Clamour' for a missile

United States "clamour for a shipborne surface-to-surface missile capable of out-shooting the Russian Styx" is referred to in the third edition of "Jane's Weapon Systems" (Sampson Low, Marston and Co. Ltd., price £12.50).

According to the editors, the West has cause for nervousness on grounds additional to the Styx missile.

"The belief once held in some places outside the Soviet Union," the editors say, "that most developments made there have had precursors in 'the West' clearly no longer applies."

Moscow system

"The modern Soviet Navy and the nature of its armament and equipment, and the existence of an operational Anti-Ballistic Missile system around Moscow are evidence of the Soviet ability to take the initiative in weapon system development and deployment."

Jane's points out that a number of new shipborne missiles are known to officials in the West, but information obtained so far does not permit identification or classification as operational or experimental.

The developments are thought to include missiles for anti-submarine warfare, improved surface-to-surface weapons, and possibly a new submarine launched strategic missile.

New in the West

This latest volume of *"Weapons Systems"* includes nearly 1,000 photographs and drawings, including many that are new and published for the first time in the West.

In particular there are photographs of Soviet shipborne radar antennae to accompany the text describing and classifying all the known Soviet radar equipment.

Mars puts the world to rights...

officer who could ever be ignored (and be quite unabashed at being the first to say so). He has an opinion on everything, freely expressed.

Mars wields his whip generously, from the greatest war leader down, leaving an undeniable impression that if Winnie hadn't been Churchill, Mars would, putting the world to rights.

Disobeyed orders

He was the saviour of Malta. In command of the submarine *Unbroken*, he disobeyed orders, went to a different location and torpedoed two Italian cruisers.

Had the enemy naval force remained intact it could have steamed south and might have sunk the crippled tanker *Ohio*. Without the tanker, Malta would have fallen. QED.

When all was ready for midget submarines to attack the German battleship *Tirpitz*, enemy movement created serious doubts.

The Commander-in-Chief Home Fleet urgently requested the Admiralty to cancel the operation, and the Naval Staff at the Admiralty wished to comply with the request, but suggested postponement as opposed to cancellation (the author's words).

Fortunately, Mars (lieutenant-commander) was there, gave his admiral the forceful answer, and added, "And if that is not enough, sir,

please remind the Naval Staff that we cannot afford another *Bismarck*." And so the *Tirpitz* was crippled.

As Mars freely admits, "There is no mention of this episode in any of the war diaries concerned; for that would not be politic."

Arms to Russia

While Britain was numb with anxiety and horror over the fate of our convoys taking arms to Russia, Mars declares:

"It is an uncontested fact that a section of the factory-

Royalty's profound effect on the Navy

BLUE BLOODS AT SEA

lot who says, "If I had my time all over again — I'd do just the same."

Through the ages since Alfred the Great, royalty has had a profound effect on the Navy, but it is the detail rather than the grand manner which gives a special interest to Mr. Hampshire's volume.

The sailor suit

The sailor suit, so much in the air at the moment, was popularized by Prince Albert Edward, elder son of Queen Victoria, who wore his miniature suit of bell-bottoms at the age of seven on a voyage in the *Royal Yacht*, being borne on the books as a midshipman.

His great-uncle, King William IV, perpetuated his memory, not only by the Royal Clarence Yard, but through his habit "as a young royal tarry breeks" of wiping his nose on his sleeve, from which the term "snotty" for a midshipman is said to originate.

Royal sailors were evidently thoughtful about their men. When a quantity of bread, butter and cheese on board the *Andromeda* was found to be "mouldy, rotten and rancid, and unfit to eat," William, who commanded the ship, promptly ordered the food to be surveyed, and the bad stuff thrown overboard and replaced. And that was in 1788.

The second son of Queen Victoria,

Does anyone recognize this handsome sailor? At the time he was First Lieutenant of the destroyer *H.M.S. Whelp*, but he is better known now as Prince Philip, Duke of Edinburgh — one of the royal sailors featured in Cecil Hampshire's book.



NEW ON THE BOOKSHELF

working population of this country, ably abetted by trade-unionists, were more interested in the fate of 'brotherly' Soviet soldiers than they were with that of sailors in the Royal and Merchant navies whose blood was apparently expendable."

He is entitled to his opinion. A contemporary of Mars, Jack Roxburgh, now vice-admiral and Flag Officer Submarines, in a foreword to the book, admires the "sweeping and masterly account of stirring times," and no-one will quarrel with that assessment.

Admiral Roxburgh refers to "forthright and controversial views," adding that he does not agree with them all.

In war — and indeed in peace as well — "rebels" have a significant contribution to progress, but the use of history as a soap-box does show through.

When Mars turns to Defence penny-pinching, all his fury lashes out, and anyone who tries to argue will undoubtedly still be left in some unease.

He could be so right — like all the book — but one still wishes he hadn't committed that unhappy beginning.

Reviews in brief

Handbook of Seaman's Ropework, by Sam Svensson (Adlard Coles, Ltd., price £2.50). More than 200 clear drawings and detailed explanations of value to the professional and interest to the amateur. A practical book conceived for beginners in the Swedish merchant navy.

Tribal Class Destroyers, by Peter Hodges (Almark Publications, price £1.90). A modest but attractively-produced book with 83 pictures and dozens of line and colour drawings about one of the best known classes of ship in the Navy.

Ship Models, by Norman Boyd (Shire Publications, price 30p), is a booklet explaining the development of ship models through the ages of civilized man.

Adventure in full measure

A prominent yachting journal once admitted that most of the stuff written about sailing was enough to scare the living daylights out of anybody mad enough to contemplate this form of masochistic recreation.

For a full measure of petrified adventure it would be hard to beat *East Coast Passage*, by D. H. Clarke (Longman, price £2.50), telling the tale of a three-day voyage on a Thames barge on the East Coast.

Just three days? Yes, just that, but it reads like a few passages round the Horn all rolled into one.

This barge-world story of vangs, sprits, and leeboards is not everybody's meat, being full of strange new words, but for those with the right appetite it is true red-blooded stuff.

Like Atlas?

Although a sailing barge could be handled by "a man and a boy" — each one muscled like Atlas, one suspects — the author had only his wife, young son, a cat and a dog who was a constant extra worry because "he hadn't been."

The book is a bit dull to start with, involving all the technicalities of fitting out the vessel, but once on the seas the excitement grips until the haven is reached.

£5 thriller

A Western fan, NAM Sean McGuinness (21) paid £5 for a paperback cowboy thriller auctioned in H.M.S. Eagle.

The book was autographed by the author, J. & T. Edson, and the fiver went to Sean's chosen charity, Guide Dogs for the Blind.

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"Cutting a dash" is so inherent in naval tradition that it is natural for destroyers to hold a special place in a sailor's affections.

Much has been written about them, and now Peter Smith has been delving into the destroyer origins to produce *Hard Lying*, published by William Kimber (price £2.50).

As usual, the Admiralty take a beating. Shipbuilder Alfred Yarrow, on finding he could use lighter steel to

Bedlam of life in early destroyers

produce a 30-knot destroyer in 1895, had to build a boat for the Russian Navy to prove his point.

This was the *Sokol*, and

she became the first vessel in the world to exceed 30 knots. After that, of course, the 27-knot Admiralty woke up, leading to a huge des-

trophy construction programme.

With hot coals falling on deck, the wind and noise of the engines drowning even yelled orders, low freeboard and canvas bridges, destroyer life was an exceedingly uncomfortable bedlam, but it was generally welcomed as an alternative to the stuffiness of the Victorian Navy.

The present volume takes Mr. Smith's research up to 1914, and he hopes to continue the history as a series.

The name of H.M.S. Gannet has reappeared in the Royal Navy as the title for a self-contained Royal Naval air station at Prestwick Airport — new home of 819 Naval Air Squadron.

Gannet gets airborne again...

BELOW:
Vice-Admiral M. F. Fell, Flag Officer Naval Air Command, inspects members of the ship's company when H.M.S. Gannet commissioned on November 23.



No. 819 Squadron (commanded by Lieut-Cdr. Donald Shrubbs) moved to Prestwick in October from R.N. air station Culdrose, and H.M.S. Gannet commissioned on November 23.

For many years the squadron was based at R.A.F. Ballykelly, in Northern Ireland. It moved to Culdrose last January when the R.A.F. station closed down.

ULSTER LINKS

H.M.S. Gannet (a name which dates from 1800 in the Royal Navy) provides another link with Northern Ireland because it was once the ship name of R.N. air station Eglinton, Londonderry.

No. 819 Squadron re-formed at Culdrose last February with six Sea King helicopters to continue providing aircraft and crews for the Joint Anti-Submarine School and Operational Evaluation Group.

Theirs is a wide diversity of

tasks which takes them to many theatres of operations (a recent detachment saw them on the east coast of the U.S.A. and Canada).

ANATINA OP.

The squadron was involved in the marathon Anatina rescue operation (reported in November's Navy News) when its helicopters supplied provisions and fire fighting equipment to the stricken Norwegian vessel well over 200 miles west of Culdrose.

FATHERLY GUIDANCE

A family reunion was cooked up in the galley when Leading Cook Louis Ret joined H.M.S. Sultan from H.M.S. Mercury. His son, Junior Assistant Cook Malcolm Ret, has been there since last September.

Father and son are likely to serve together at the Gosport establishment until March when Louis is due to join H.M.S. Blake.

Louis has been in the navy for 20 years, and, not

surprisingly, Malcolm had a close look at the cook's work long before following Dad's recipe for a naval life.

He had a two-week trip with father when Louis was in H.M.S. Triumph and the family were in Singapore for 2½ years. Between 1958 and 1961 they lived in Malta when father was serving in H.M. Submarines Tabard and Sea Devil.

With this sort of experience there should be some tasty dishes served up in the Ret household at Bridge-mary, Gosport!

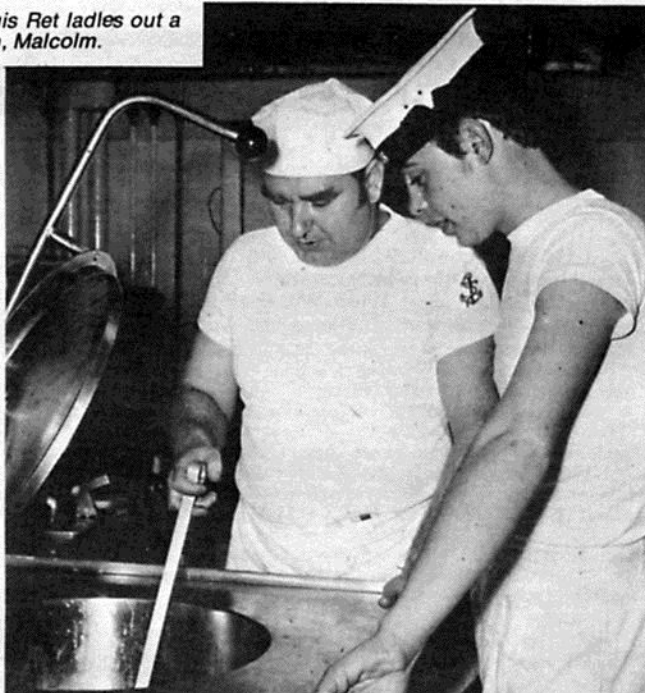
RIGHT: Leading Cook Louis Ret ladles out a little fatherly advice to his son, Malcolm.

And brotherly direction

It's not just for looking at birds on the beach... Pictured, below, explaining the intricacies of the GDS5 sight to RO2 Kelvin Palmer is his brother, LS John Palmer (right).

At present serving in the aircraft direction frigate H.M.S. Lincoln, the Palmer brothers have found themselves serving together before.

Last time — in H.M.S. Tamar, Hong Kong — their father was there too. He was a CPO writer who has left the Navy and now runs the Lymsham Post Office, Weston-super-Mare.



Case lost, aid sought

Somewhere there is a suitcase lying about — probably at Singapore — and nobody knows what to do about it.

Mr. B. D. Jones, of 46b, Stafford Street, Derby, was serving in H.M.S. Triumph before he left the Service in July, and when he and his wife arrived at Changi Airport for the return flight his luggage was overweight. Several items, including wedding pictures and other sentimental things, were transferred to a suitcase, which subsequently was sent in error to H.M.S. Terror.

Mr. Jones is most anxious to hear from anyone knowing about the case. It had a label on it addressed to him at Kings Lynn, Norfolk.



Poland welcomes her R.N. visitor

Poland greeted the Royal Navy with a naval guard of 60, band, and thousands of sightseers when H.M.S. Ashanti arrived at Szczecin (Stettin).

Sporting contests, receptions and a children's party were among highlights of the Tribal class frigate's four-day visit, and over 5,000 Polish people toured the ship when she was open to visitors.

The commanding officer (Capt. H. B. Parker), five officers and six senior ratings flew in an Ilyushin 14 of the Polish Air Force to Warsaw where the captain laid a wreath on the Tomb of the Unknown Soldier and the party toured the old city to see the rebuilding since the second world war.

TRAFALGAR DAY

It was October 21, Trafalgar Day, when the Ashanti fired a 21-gun salute off Swinoujscie, the naval port passed by Polish and Russian ships.

After embarking the British Ambassador, she steamed 37 miles along the canal to Szczecin where an official cocktail party was held in the wardroom.

A Trafalgar Night mess dinner was attended by the British Ambassador and the Vice Chief of the Polish Naval Staff (Rear-Admiral Pietaszkiewicz).

Receptions were held ashore and on board the Polish Skory class ship Grom, berthed astern of the Ashanti.

POPULAR PARTY

There were football, fishing and water polo matches, and a half-mile pulling race.

The children's party was popular, and, since the ship was berthed so close to the town, the mock pirate battle was viewed by most of Szczecin.

The climax to four days of Polish hospitality was an invitation to "all crew not on duty" to a concert by the Polish Naval Ensemble — non-stop performance of songs, music and dancing by professional entertainers.

CERTIFICATES

Honoured by another 60-man guard, and the National Anthem, the Ashanti sailed the next day — bound, by contrast, for Icelandic Fishery Protection Patrol duty.

Two visits to Reykjavik have since been included in the travels of a frigate in which 70 per cent. of the ship's company have received crossing-the-line and "blue nose" certificates in the same year!

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FINALE TO EXERCISE

H.M.S. London leads the line as guided missile destroyers and frigates return to Portsmouth after exercise.
Photo: LA Roger Ball



'Mini-steampast' stirring sight

There was something of a "mini-steampast" at Portsmouth in mid-December when three guided missile destroyers and four frigates entered harbour in company after completing the major R.N.-R.A.F. exercise Highwood.

Leading the line was H.M.S. London, wearing the flag of the Flag Officer 1st Flotilla (Vice-Admiral A. M. Power), and the other ships involved were H.M.S. Norfolk, Antrim, Ashanti, Her-

mione, Nalad and Salsbury.

Exercise Highwood was conducted in northern waters in early December in conditions varying from Force 10 storms to calm sunshine. Some of the ships refuelled at Lyness, close to the historic Fleet anchorage at Scapa Flow, but otherwise it was ten days out of

sight of land, with ice, snow and gales.

In addition to destroyers and frigates, units taking part included submarines, minesweepers and

support ships, together with various types of aircraft, including helicopters.

After a replenishment at sea off the Firth of Forth on December 9, the Portsmouth-bound ships set course for Pompey and Christmas leave. And bystanders on Southsea Common were treated to an impressive sight as they entered harbour in company at midday on December 10.

On board his ship the Norfolk was Sub-Lieut. the Prince of Wales.

The more we are together...

Classroom couple (below) holding hands are Mr. and Mrs. Hughes — otherwise Leading Writer Philip Hughes and his wife, Leading Wren Writer (Pay) Nancy, who were on advancement course at the Supply School at H.M.S. Pembroke at the same time in December.

Then it was a case of waiting to hear if they were destined to become Mr. and Mrs. Petty Officer.

(Actually, we admit a little photographic licence for Philip (28) and Nancy (21) were not studying in the same classroom — but it makes a better picture, one must agree).

The couple met at H.M.S. Goldcrest and were married last June at Rugby, where Nancy's parents live. At that time Philip was at H.M.S. Warrior and Nancy at H.M.S. President.

Now, courtesy of Drafty, they are working next door to each other at the computer pay unit at Gosport.

"We're very grateful to the Navy for keeping us together like this," said Nancy.

Photo: Russ Whalley



She's unusual

The 3,000-ton Crystal, which is to be used as a floating test bed for the Navy's under-water weapon programme, was towed from Devonport on December 13 for the Portland naval base.

Her appearance is as unusual as her role, and she has been built without engines, rudders or armament.

The Crystal has a 100-ft. cooling superstructure across her stern, a 65-ft. gantry construction fills her bows and the main deck is crowded with scientific installations.

Owing to pressure on space, our "Royal Navy's aircraft" feature has been held over until next month.

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Top of the table

The five-star catering of the modern Royal Navy is a far cry from the days of the "straight rush" of meat and potatoes, and the current top dogs among Navy cooks in U.K. establishments are at H.M.S. Vernon, Portsmouth, and R.N. air station Yeovilton.

The pre-set menu with which the Vernon cooks won the general mess section of the Navy's U.K. Catering Competition included minestrone soup, individual steak and kidney pies, chicken chasseur, parsley and savoury potatoes, cauliflower polonaise and braised onions, Dutch apple tart and custard, pear conde, and a selection of bread, rolls, fruit cake and assorted tea fancies.

Yeovilton won the competition's wardroom class with a similarly comprehensive menu.

Eighteen establishments entered the wardroom class, and 21 were in the general mess section when the competition began on an area basis.

At this stage, to get a realistic insight into the everyday standard of working and menu, judges in both classes gave only 24 hours notice of their intention to visit.

Area winners who went through to the final were — Portsmouth, H.M.S. Vernon and H.M.S. Mercury; Plymouth, H.M.S. Royal Arthur; Scotland, H.M.S. Lochinvar.

In the wardroom section, the area winners were — Portsmouth, H.M.S. Ganges and H.M.S. Vernon; Plymouth, R.N. air station Yeovilton; Scotland, H.M.S. Neptune.

Gulf salute

H.M.S. Intrepid fired a 17-gun salute as the Military Co-ordinating Committee Gulf returned ashore in helicopters after the final meeting, held aboard the assault ship.

The choppers on this historic occasion were of 848 Naval Air Squadron on detachment from H.M.S. Albion.

Back to normal

Following the R.A.F.'s airlift of refugees from Dacca, British warships in the Indian Ocean left the Bengal area to resume normal duties. H.M.S. Albion headed towards the Maldives Islands and the frigate Gurkha was returning to Singapore to join up with the frigates Cleopatra and Danae and the Australian frigate Swan. The frigate Arethusa remained on patrol.



The triumphant cooks of H.M.S. Vernon, winners of the Portsmouth area and national U.K. Catering competition in the general mess section. The U.K. trophy was presented by Rear-Admiral C. C. H. Dunlop, Chief Naval Supply and Secretariat Officer.

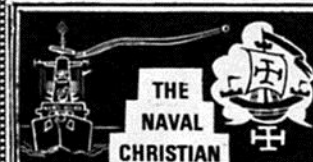
Vernon's winning team was led by CPO Ck James True and CPO Caterer Bert Vick, both of whom are leaving Vernon. CPO Vick joins H.M.S. Scarborough this month and CPO True becomes a civilian next month.

Makes it a habit..

The wardroom chief cook at R.N. air station Yeovilton, CPO Norman Richardson (pictured with the wardroom catering officer, Lieut. D. J. Howlett) received the wardroom trophy in the U.K. Catering Competition from Vice-Admiral M. F. Fell, Flag Officer, Naval Air Command.

CPO Richardson, who comes from Belfast, has served 25 years in the Royal Navy, and seems to make a habit of gaining cookery awards.

Twice before (in 1968 and 1969), while serving in H.M.S. Sea Eagle, in Northern Ireland, his galley won the Flag Officer Scotland and Northern Ireland's Cookery Cup.



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Guarding a 'crossroads of the seas'

A crossroads of the seas — this is an apt description for a large chunk of the Atlantic which is the responsibility for NATO, of the Iberian Atlantic Command which, with the completion of its permanent peace/war headquarters in Portugal, becomes fully operational.

Carried by an ever-increasing volume of traffic (about 400 ships passing each day), a large percentage of the imports of European NATO nations — including 65 per cent. of oil imports — passes over IBERLANT's 600,000 square miles of ocean extending from the Tropic of Cancer to Portugal's northern border and 500 miles westward into the Atlantic.

Here is, indeed, the crossroads where north-south traffic meets that entering or leaving the Mediterranean.

IBERLANT (Commander-in-Chief Rear-Admiral Eugene B. Fluckey, U.S.N.) is one of the three ocean areas of Allied Command Atlantic.

Since the North Atlantic Council formally approved the activation of the Command in December, 1966, a nucleus staff of ten officers from the Netherlands, Portugal, U.K. and U.S.A. (with a French liaison officer) has planned and supervised the construction of the new headquarters near Fort Sao Juliao da Barra

between Lisbon and Estoril.

Exercises have already been held in the area, and, fully operational, the permanent headquarters staff comprises about 200 NATO personnel, many of the U.K. IBERLANT staff living in Carcavelos, Estoril or Cascais, which are holiday resorts during the summer.

Besides being responsible for his Atlantic area, the Commander-in-Chief, IBERLANT, also co-ordinates with the Portuguese military authorities for the defence of continental Portugal.

* **LINE-UP** *
* **FOR AN** *
* **EXPED.** *



Here is the line-up for the proposed AFREX 72 expedition, which plans to drive from South Africa to the U.K. early this year.

Representatives from 40 Commando R.M., H.M.S. Albion, 848 NACS and 7 Commando Light Battery R.A. make up the expedition.

The units were involved in the programme for covering withdrawal from the Persian Gulf at the end of 1971.

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RN

Navy

Vice-Admiral Sir Anthony Griffin, Controller of the Navy, was promoted admiral from November 29. He was formerly Flag Officer, Plymouth and Admiral Superintendent, Devonport.

Rear-Admiral A. M. Power, whose appointments have included command of H.M.S. Bulwark, was promoted vice-admiral from November 29. He is now Flag Officer 1st Flotilla.

Rear-Admiral M. N. Lucey, Admiral President Royal Naval College Greenwich, is to be Flag Officer Scotland and Northern Ireland, Commander Northern Sub-Area Eastern Atlantic and

APPOINTMENTS

Controller new admiral

Commander Nore Sub Area Channel from next July.

Rear-Admiral D. Williams, Flag Officer 2nd Flotilla and formerly Flag Officer Second-in-Command Far East Fleet, is to be Director-General Naval Manpower from next April.

Commodore Sir Peter Anson is

to be promoted rear-admiral from July 7 and to be Assistant Chief of Defence Staff (Signals) from May in the acting rank of rear-admiral. His recent appointments have included command of H.M.S. Mercury and Commander, Naval Forces Gulf.

The Rev. T. H. McDonagh was appointed Principal Roman Catholic Chaplain (Navy) from October 20.

Other recently announced appointments include: Commodore S. A. Hack. For duty as

ACOS(C and E) at HQ AFSOUTH, May 10. (To continue to serve as commodore).

Capt. D. B. Morrison. Heron as Chief of Staff to FONAC, May 9. (To serve as commodore).

Capt. J. M. Forbes. Dartmouth in command Britannia Royal Naval College, August 24.

Capt. J. R. C. Johnston. Osprey in command and as Flag Captain to FOST, April 6. Cdr. E. M. England. Dido in command, April 18.

Cdr. C. S. Argles. Royal Arthur in command, May 9.

Lieut-Cdr N. O. MacLeay. Rooke March 1. Russell in command on commissioning for trials and service.

Lieut-Cdr G. A. Eades. Russell in command, May 23.

Lieut. R. W. White. Rooke Nov. 28, 1971. Chawton in command on commissioning for trials and service.

W.R.N.S.

Chief Officer M. C. Macdonald. Deputy Director W.R.N.S. February 7.

Chief Officer S. V. A. McBride. Heron for staff of FONAC as Command W.R.N.S. Officer, February 15.

Change of style for Dolphin's 'serving wenches'



Photo: Bob Tambling

It's a grand life in the Navy — especially when your dinner is put in front of you by such an attractive "serving wench."

The delighted sailor pictured at H.M.S. Dolphin's medieval style Christmas dinner is AB P. J. Malone, one of 400 who were given a gastronomic treat which included roast Norfolk turkey, pheasants and port wine sauce, roast baron of beef, and goose.

Helping to whet the appetites were three suitably attired Wrens, Susan Stephens (in the picture), Valerie Miles and Judith Tranter.

For pensioners

Prize money won by H.M.S. Norfolk in the Fleet's sharp-shooting competition was spent on Christmas hampers for pensioners in the Portsmouth area.

In memoriam

N. Ferguson. Stores Acct. D.087431. H.M.S. Keppel. November 14.
D. J. Inwood. CEA. P/MX.902299. H.M.S. Phoebe. November 16.
P. A. Birt. RO2(G). P.082935. H.M.S. Osprey. November 26.
R. T. Potts. A/LRO(G). D.072720. H.M.S. Ulster. November 26.
D. L. Redhead. JRO. D.120043. H.M.S. Mercury. November 26.
C. S. Henderson. REM(A). P.113204. H.M.S. Osprey. November 27.
Surg. Sub-Lieut. P. J. Rodgers. November 27.
Lieut.-Cdr. F. C. Glass. December 1.
M. A. Cockell. MEMI. D.095871. H.M.S. Glasserton. December 13.
P. R. Hubert. LS. P.063830. H.M.S. Glasserton. December 13.

Looking after the Navy's image



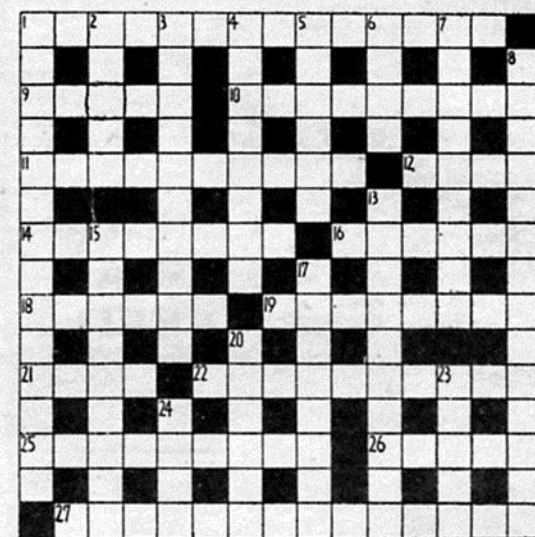
The task of "looking after the Navy's image" devolves this month upon Capt. Ken Crawley, who takes up his appointment as Director of Public Relations (Navy).

However it is not a new line of country for him. Before his previous job as Secretary to the Second Sea Lord, his appointments included that of Director of Public Relations on the staff of the Commander-in-Chief Far East, in Singapore.

Capt. K. A. Crawley

£10 crossword

Below is the latest of the present series of Navy News crosswords. Entries close on January 27 and should be addressed to Crossword No. 35, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on that date will receive National Savings gift tokens to the value of £10.



ACROSS

1. Taken in? (14).
9. A, B and so on... not very long letters (5).
10. Painful rebuff! (4, 2, 3).
11. Not very definitely a sight (10).
12. No man, it is said is one to his coin-operated laundrette (4).
14. Value involved in the end — pretty well hooked (8).
16. Make a mess of three notes in succession — nothing to the Royal Marines! (6).
18. Only one occasion for a drink during this kind of play? (3-3).
19. Tears always used to well up this way in the old-time heroine's eyes (8).
21. May be lively ones in the darts match (4).
22. Meanest sleuth could see through this sort of thing (10).
25. They are of use only when they are thrown away! (9).
26. For the meantime, rather old-fashioned (5).
27. Policeman should get signature here! (5-9).

DOWN

1. It filled canyon in a way you mustn't spread around! (14).
2. Kept quiet (5).
3. The sort of workers to cut down the power boys (10).
4. Hospitality begins here and end with ices (8).
5. Nun with ace makes a certain appeal (6).
6. The flower you have in your mind's eye? (4).
7. Even an old-time heavyweight might well have submitted to him (5, 4).
8. After half time, for instance (14).
13. Create mint in a way to send the money (10).
15. Surely he can't be relied on to provide a cooling blast when things get hot for his team! (6, 3).
17. Breath-taking exploration here! (8).
20. It puts the elbow in danger on occasion (6).
23. Mr. Crosby goes east for a few drinks (5).
24. Coloured sportsman at the University! (4).

SOLUTION 34

Across: 1, Hankers; 5, Anchors; 9, Gages; 10, Hospitals; 11, Lilt; 12, Hoist; 13, Soda; 16, Refit; 18, Suspicion; 20, Heiresses; 23, Music; 25, Caps; 26, Scamp; 27, Ache; 31, Unnatural; 32, Roast; 33, Slyness; 34, Reactor.
Down: 1, Haggler; 2, Nigel; 3, Easy; 4, Schools; 5, Assists; 6, Coil; 7, Oratories; 8, Sustain; 14, Steel; 15, Films; 17, Flippancy; 19, Use; 20, Hiccups; 21, Secures; 22, Sampler; 24, Chester; 28, Chant; 29, Stye; 30, Area.

Winner of Crossword No. 34 was Mr. V. W. Helyer, of New Malden, Surrey.

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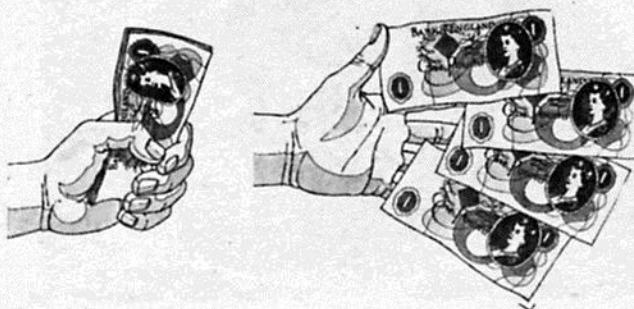
On 21 July the RNA, Travel Club, Leamington Spa have organized a 12-day holiday to Ibiza, luxury hotels, basic cost £47. Members book now. There are still availabilities.

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'H.M. chef'



During his 22 years in the Royal Navy, CPO Cook Lawrence F. Brinn served in almost a dozen of H.M. ships and establishments.

He can also claim to have worked in some of "Her Majesty's establishments" which rarely come up on Drafty's chits — Buckingham Palace, Windsor Castle and Holyrood House!

CPO Brinn served as a chef on the Royal Household staff and also in H.M. ships Swiftsure, Ark Royal, Indomitable, Gambia, Theseus, Yarmouth, Relentless and Rooke, and instructed in H.M.S. Pembroke and Ganges.

He spent the last three years of his career in H.M.S. Sultan, Gosport, and is pictured here with a stainless steel tea set presented to him by FCMEA J. L. Selby, president of the Fleet and Chief Petty Officers' Mess there.

He plans to join the Royal Naval Careers Advisory Service.

Double

NAVY
NEWS
DIARY

Two Wren radar plotters are at present serving at the NAVIGATIEGEVECHTSINFORMATIESCHOOL.

It sounds like double Dutch to you? Well, you're dead right — the establishment with the name rivalling that Welsh place which ends in "gogogoch," is at Den Helder in the Netherlands!

Our girls are in Holland while two radar plotters of the MARVA K.M.R. — here we go again — "Marine Vrouwen Afde-

ling (that's women's naval section) Koninklijke Marine Reserve" are serving in H.M.S. Dryad, Southwick.

Dutch!



One of the first two members of the W.R.N.S. to take part in the exchange programme is Leading Wren Kerrie Wearne — that's her standing in the picture which was taken just before she returned to H.M.S. Dryad after 14 months in Holland.

The other half of this delightful "Dutch double" is Marva Adriana Gordon, whose father was a PO Writer in the Royal Netherlands Navy and mother was a Wren during World War II.

Adriana left her home in Edinburgh three years ago and joined the Dutch Wrens, as did her sister before her. She is hoping to go to H.M.S. Dryad in march for exchange service.

Tankards of thanks

Some of the people whom, it seems, have always been around in H.M.S. Terror, are to work on in Woodlands Garrison.

Their presence and services may often have been taken for granted, but the work of four men has been rewarded with engraved pewter tankards and framed photographs of themselves.

Those in the picture are (left to



right) Poh Hee Shong, for the past ten years leading messboy; Han Chee Fong (Peter) the NAAFI chargehand, who stays on as bar manager, and Han Kwan Piew, the shuffling character who is better known as Speedy!

The fourth, Tan Ah Moy (Chico) has left the Service, but like the others he will never be forgotten by anyone who quenched his thirst, satisfied his appetite, or otherwise enjoyed the comforts of living in H.M.S. Terror.

Reminders of Terror

Do you recognize this badge? If so, you must have spent some time in the Senior Rates' Mess, H.M.S. Terror, Singapore.



The badge is over the entrance to what is now the WOs' and Sergeants' Mess, and you will probably be glad to know that it is one of the "landmarks" which are to be retained to remind visitors of H.M.S. Terror — now Woodlands Garrison, home of the ANZUK naval force.

Other reminders include the cannon and battle honours at the main gate and the cannons outside the wardroom.

When the Senior Rates' Mess officially went out of existence there was an informal ceremony at which a man from Gosport, Hampshire — the retiring mess president, CPO A. J. Anderson,

on right in the picture — handed over the key to a man from Sydney, Australia — WO1 Bob Hillman, R.S.M. of the 9th Signals Regt., Royal Australian Army.

The key was not the only thing which changed hands... the Senior Rates' Mess turned over £400 to give the new mess a good start, which should also ensure a warm welcome for any senior rates visiting Singapore in the future!



Sub men go on diving

It seems that our recent story about the recovery of the wreck of the Mary Rose, a Tudor warship built at Portsmouth in 1510, did rather less than justice to another team of volunteer divers.

Working in the Solent with members of the Naval Air Command Sub-Aqua Club are divers from H.M. submarines Odin and Andrew, now refitting in Portsmouth.

Led by Lieut. I. Inskip and augmented by two divers from H.M.S. Sultan, Gosport, the team has worked during the summer and autumn on a "vertical survey" of the wreck, while the Airmen continued their "horizontal survey."

The Navy divers excavated a large hole down one side of the wreck and came up with a variety of interesting "finds." The aim of the Mary Rose (1967) Committee is to salvage and preserve the wreck and its contents and display them in a special Tudor Ship Museum in Portsmouth.

tents and display them in a special Tudor Ship Museum in Portsmouth.

CHANGE CHECK

Winter has ended the "digging season," but not the submariners' diving programme: throughout the winter they plan to make regular trips to the Mary Rose, which sank off Spithead in a sudden squall in July, 1545, to check on any changes on the sea bed.

They will also study the marine life around the wreck. "Three years ago the area was virtually void of marine life," says Lieut. Inskip. "Now, on a Saturday afternoon, there are more eyes watching the proceedings on the Mary Rose than there are watching the football at Fratton Park!"

JUST THE JOB

This might be regarded as a flight of fancy — but it's true. A chief air fitter got a job as a "faceliner to a gentleman" (a situation suited to his talents as you might say).

He told Navy News about it when inquiring how he could get the paper when his local newsagent could not supply.

"I left the Fleet Air Arm in 1970," he said, "and although I consider I have a good job, one never realizes what a splendid life it is in the Service until you are suddenly plunged into this mysterious world called civvy street."

So many others say so. But about Navy News — you can always get supplies by post. Just send name and address and £1.15 for a year's issues.

Old paintings — new look

Many of the paintings at the Britannia Royal Naval College, Dartmouth, have taken on a new look over the past year.

They have been given "facelifts" by expert restorers at the National Maritime Museum, Greenwich, where most of the delicate and often extremely difficult work was carried out.

With some of the larger canvasses, however, it was a case of the restorers coming to the paintings and Mr. Percival Prescott, the chief restorer, and his assistant, Miss Gillian Lewis, recently spent a week working at the college.

Fifty years after Robert Smith painted this scene from the Battle of Jutland another pair of hands tends the canvas with equal care. Miss Lewis is seen here restoring the 17ft. by 8ft. picture of H.M.S. Agincourt, in company with H.M. ships Marlborough and Revenge, turning to engage the German fleet.

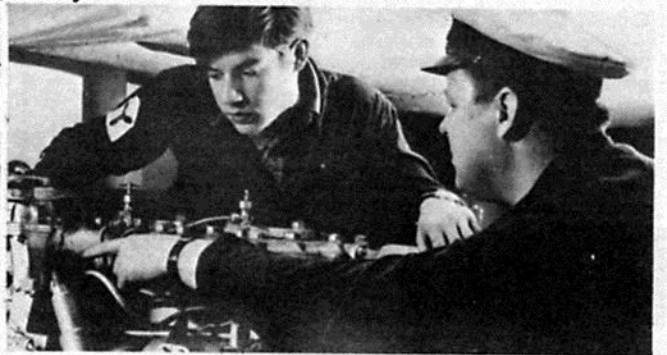


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All pals—and pints—in the Pool



Shipmates of the Capenhurst branch were happy to uphold Liverpool's reputation as a first-class run ashore port when ships of the Second Frigate Squadron visited the Pool in November.

And judging by the smiles on the faces of LREG Peter Walker, MEM Dunn, and LRO Graham Parsons in the picture above, the branch's hospitality was much appreciated.

Men from H.M. ships Dundas, Exmouth, Palliser, and Ulster were also well looked after by the Runcorn and Widnes branches and there were many heavy hearts as the Squadron headed south to continue its various training tasks.

Juno's thanks

"On behalf of myself and fellow senior rates in H.M.S. Juno, I would like to make it known what a tremendous welcome the members of the Royal Naval Association gave us at Simonstown and East London, both at their clubs and in their homes," writes PO Steward P. J. Carter.

"On our way to, and on our return from, the Far East the friendly phone call from the R.N.A. was awaiting us."

It's a pleasure for Navy News to pass on the Juno men's thanks.

Stone

Gifts placed around the tree at the branch's Christmas social were to be distributed to old people in Trent Hospital, Stone. Shipmate A. Lloyd, suitably disguised, was to present the gifts while members sang carols, accompanied by Shipmate M. Cousins at the organ.

Princes Risborough

Shipmates and shipmaids from the Aylesbury, Bletchley, Didcot, Edgware, Herts, High Wycombe, St Albans and Thame branches were among 200 who attended Princes Risborough's first buffet dance on December 3.

Up to standard at Weymouth

Standard bearers from 11 of the 14 branches which make up No. 4 Area took part in the competition for the Area Challenge Trophy.

The competitors, pictured here at the Area rally at Weymouth, followed the Royal Naval standard drill and the judges included the Flag Officer Sea Training.

The Weymouth and Portland bearers tied, each with 84 points, and after further drill the judges awarded the trophy to Shipmate Bob Shilling (Portland) with Shipmate S. Halford runner-up.



Any advance on 90?

A total of 90 years' service — that's the proud record of the three Pullen brothers, who are wondering whether any other family can beat it.

Shipmate P. G. Pullen, a former chief torpedo coxswain who served from 1914 until 1945, is a member of the Lichfield branch. He recently met up with his brothers on a branch outing to Pompey, where they both live.

Mr. J. Pullen, is an ex-chief torpedo instructor and Mr. R. Pullen an ex-chief cook.

So come on shipmates... any advance on 90?

Only wind was biting!

For five hours 19 fishermen from the Doncaster branch sat patiently on the lakeside at Castle Howard. The bitterly cold wind was blowing at gale force and intermittent rain added to the shipmates' misery.

At the end of the day they were wet, cold — and empty handed. They hadn't caught a fish between them!

It seems that while the anglers were keen enough to brave the elements in the interest of sport, the fish had other ideas and were sheltering in the calmer parts of the lake.

"There were no fish at all," said one of the disappointed fishermen, Mr. Barry Blanshard.

But the fish were there all right — only two days before the Doncaster debacle other anglers reported a big catch.

Better luck next time shipmates!

Lichfield

A recent day trip to Pompey by a coachload of members was, for some, a nostalgic return to old haunts. There was time to recall the scenes of yesteryear before an official visit to the Dockyard and a conducted tour of H.M.S. Victory.

A little disappointed at being unable to visit any modern ship, members rounded off an otherwise highly successful outing with a social evening in the Pompey branch club, Pitt Street.

Dorking

This year the branch celebrates its 21st "birthday" and there's a

full programme of events ahead.

As Dorking is a small inland town, new members are hard to find, but the shipmates take a pride in their charitable efforts and the fact that they always get plenty of support for their social functions.

Newton Abbot

There was a Scottish flavour about a recent gathering in the clubroom when the haggis, specially imported from Scotland, was paraded by Shipmates Lewis, Hooper, Croskery, Bourne and Palk and piped into the hall by Shipmate Unsworth.

It has been a busy time for

Beer

After a Christmas shopping expedition to Plymouth, members visited the Newton Abbot branch where they enjoyed a dance and buffet supper.

Sheffield

With members of the Denby Dale branch, Sheffield shipmates were the guests of Whitbread at the Shiny Sheff pub.

Other guests at the excellent get-together included Cdr. Short, SNO in the new H.M.S. Sheffield, the first lieutenant and representatives of the ship's company.

Cheam

"Presentation night" was attended by 120, including No. 1 Area chairman, Shipmate C. Guile, and his wife.

Several new members were enrolled during the past year and the number of branch visits — both to and from Cheam — increased. Three dances have been arranged for the early part of the New Year and the annual meeting is on January 28.

Members will miss the influence and cheerful company of Shipmate George Purkis, a founder member, who died on December 4.

Bill's kiss — from a Victory miss



Lucky Bill Sparks gets a kiss from Wren Aindrea Lang, who is a guide in Nelson's flagship, H.M.S. Victory.

The picture was taken by CPO Dave Morris in the geriatric ward at Queen Alexandra Hospital, Portsmouth, which has been adopted by the ship's company.

A plaque, cut from the keel of the Victory and made in Portsmouth Dockyard, was unveiled in "Victory Ward" by the ship's commanding officer, Lieut.-Cdr. Arthur Hardy.

Mr. Sparks is an ex-Navy man and his son, CPO George Sparks, is serving in H.M.S. Bulwark, so he was an obvious choice for the subject of our photograph — and for that kiss from 18-year-old Aindrea, the only woman serving in the Victory ship.

Jack's back in Pompey

rugby club.

With his three sons, whose ages range from eight to 12, he was due to arrive in England on December 17 and planned to spend the first ten days at Tamworth, Staffs., and the first week of January in Portsmouth.

Naturally, he was looking forward to meeting his old chums in the artificer branch, but for those who missed him and would like to make contact on his return, his home address is The Tilton Inn, Tilton, New Hampshire.

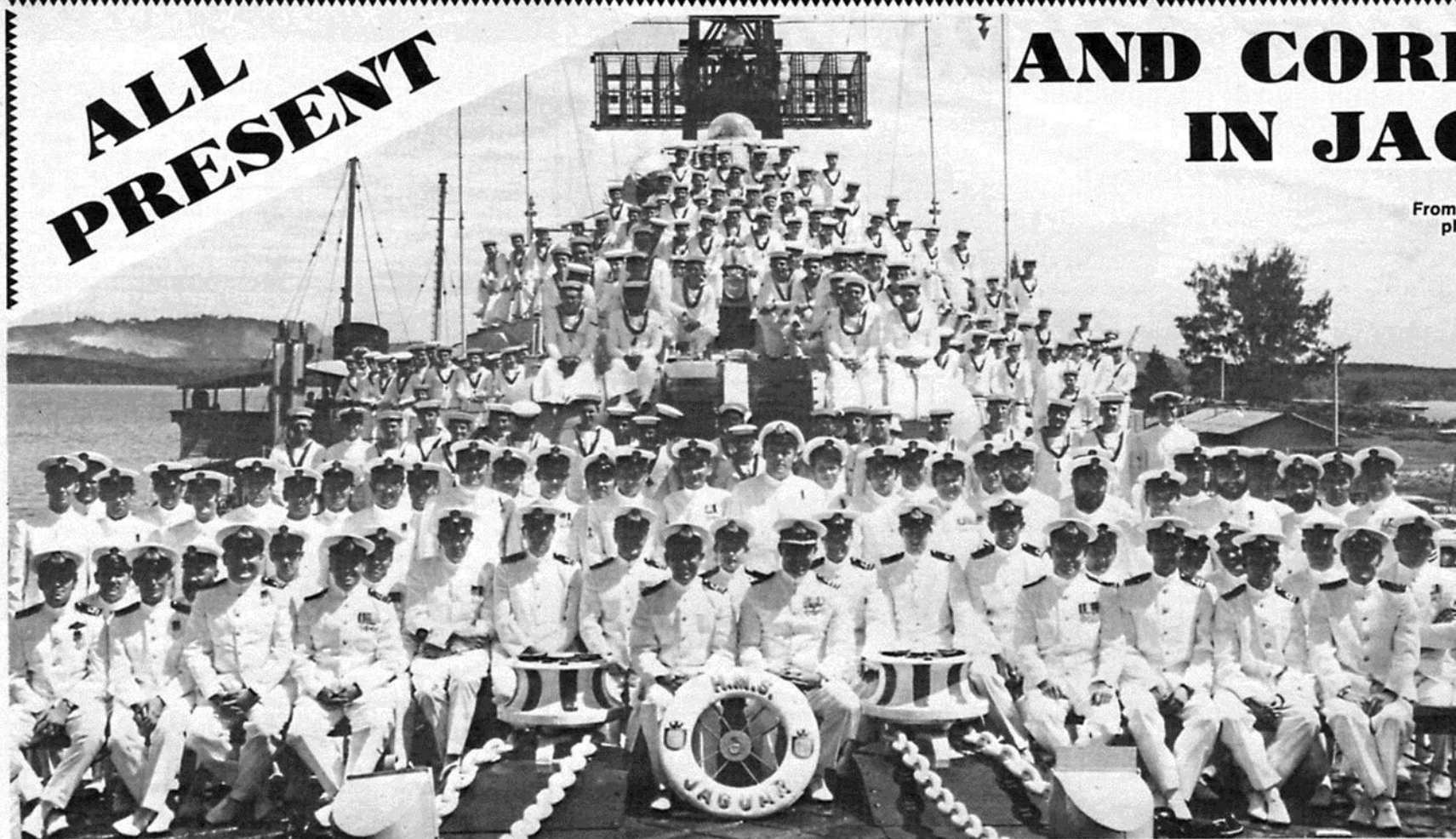
Ex-AB "Tosh" Harding, who served in H.M.S. Liverpool 1948-50, when she was Flagship 1st Cruiser Squadron (Med), would like to hear from any old shipmates. "Tosh" — Mr. D. J. Harding, of 15, Westcott Crescent, Hanwell, London, W.7 — was stern-sheetsman of the Admiral's Barge.

Calling old shipmates

Mr. George Plumridge, of 15, Milford Street, Salford 6, Lancs., would like to hear from any old shipmate from H.M.S. Rapid, 1916.

Anyone who survived the sinking of H.M.S. Electra in the Java Sea Battle in February 1942, and would like to get in touch with old shipmates or meet for a natter over a few jugs at the annual reunion in London, should contact Mr. C. W. Braley, No. 1 H.M. Coastguard Station, Ilfracombe, North Devon. He will be delighted to answer letters and pass on the "gen."

ALL PRESENT



AND CORRECT IN JAGUAR

From Singapore comes this photograph of officers and men of the anti-aircraft frigate H.M.S. Jaguar, "all present and correct" and making an impressive sight.

The Jaguar, one of the first two British frigates to serve with the ANZUK force in Singapore, was later scheduled to leave for Hong Kong.

Danae officer to the rescue

An officer who holds the M.B.E. for gallantry has saved the life of a 21-year-old woman who fell into Victoria Harbour, Hong Kong.

Lieut.-Cdr. Steve Austin, marine engineer officer of H.M.S. Danae — the guard ship for Hong Kong at the time of the rescue, was walking near the main gate of H.M.S. Tamar when he heard cries for help.

He found a woman in difficulties in the harbour and dived in, fully clothed, to pull her to safety.

Lieut.-Cdr. Austin was awarded the M.B.E. after taking control when fire broke out in the boiler room of H.M.S. Eagle.

H-CRAFT HERO

Hovercraft XV 859 was on a test run off the Falkland Islands when a large, breaking sea shattered the pilot's wind-screen, pushed his instrument panel from its mountings and tore off the crew's headsets.

One of the crew members was LAM E. A. Sinclair. Jumping forward, he held the shattered glass

in place and supported the panel, allowing the pilot to regain some control and thereby save the craft from being broken up.

Heavy seas continued to break into the cabin as the badly damaged hovercraft was successfully beached, and again LAM Sinclair showed his determination and courage in carrying out temporary repairs.

With his hands cut and numb he worked for eight hours in driving snow in a temperature well below zero degrees Fahrenheit.

The hovercraft returned safely to base at dawn the next day, and LAM Sinclair's actions earned him the Commander-in-Chief's commendation.

The citation was presented to him by Vice-Admiral M. F. Fell, Flag Officer Naval Air Command, during a visit to the Inter-Service Hovercraft Unit at Lee-on-Solent on December 2.

A medal for Martin

AB Martin Brown is an experienced diver, but the dive which earned him the Royal Humane Society's medal was very different to those he experiences as a member of the diving training staff in H.M.S. Vernon.

He was serving in H.M.S. Lowestoft when a midshipman fell into heavy seas at Campbelltown, with the temperature near freezing and in a thick fog.

AB Brown dived from the frigate and supported the exhausted midshipman for 30 minutes before hauling him to the stern of the ship where he was brought up an accommodation ladder.

The medal was presented to AB Brown — for his act of "great courage and stamina" — by Capt. S. M. Farquharson-Roberts, captain of H.M.S. Vernon.



Mike kept his cool when Cavalier let off steam

PO Michael Hazle, of H.M.S. Cavalier, proudly displays the citation which records his "courage, fortitude and presence of mind" last June when the Cavalier was on fishery protection patrol off Iceland.

He was in charge of the watch when a steam valve blew out, filling the boiler room with scalding steam. PO Hazle, who lives at Chelmsford, evacuated the room, but remained on duty to keep the boiler working.

The citation was presented by Flag Officer Medway, Rear-Admiral Colin Dunlop, on November 15, while the Cavalier was at Chatham.



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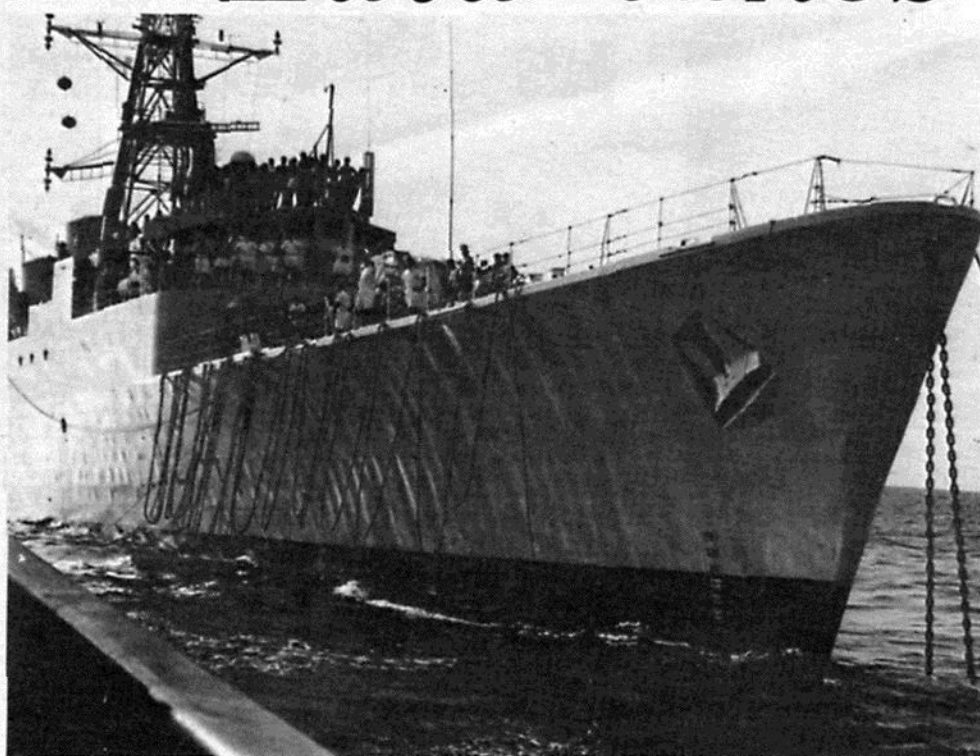
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Zulu takes a tow



So that's how it's done... There's plenty of interest shown on board H.M.S. Zulu as preparations are made to pass a tow line to one of the minehunters which sped to the frigate's assistance.

New ruling on Order

In answer to a question in the Commons in November, the Prime Minister stated: "The Queen has approved a proposal that the Statutes of the Order of the British Empire should be amended so that, when a person is promoted in the Order from the Military Division to the Civilian Division or vice versa, the insignia of the lower class may be retained and worn together with those of the higher class on the appropriate occasions."

Members of the Order who wish to apply for the return of the insignia previously handed in on promotion from one division to the other division should write, stating full Christian and surname, to the Secretary, Central Chancery of the Orders of Knighthood, 8, Buckingham Gate, London, S.W.1.

This ruling does not apply to persons promoted within the same division of the Order.

The prospect of steaming over 15,000 miles from the Far East to the U.K. in "coastal" minehunters might well have been regarded as adventure enough for the men of H.M. ships Bossington, Hubberston and Maxton.

But the last leg of their 80-day passage from Hong Kong was interrupted by a call for help from the frigate H.M.S. Zulu, broken down and drifting off the mouth of the River Gambia.

The three minehunters covered the 450 miles to the Zulu in 36 hours and while the Maxton was despatched to act as helicopter safety ship, the Bossington and the Hubberston took up the tow.

Having overcome the normal problems inherent between small

TON TRIO TO THE RESCUE

boys and big girls within an hour of arriving on the scene, they towed the Zulu into Dakar harbour for repairs.

HOME AGAIN

In the two months since they left Hong Kong, the former members of the 6th M.C.M. "Dragon" Squadron had visited Singapore, Gan, Mauritius and Durban, and carried out a two-week maintenance period at Simonstown.

After the excitement of the rescue operation the minehunters — and the Zulu — returned to Portsmouth early in December.

Also home in time for Christmas were H.M. ships Brereton, Brinton and Gavinton, the last of the seven ships of the 9th M.C.M. Squadron to leave the Middle East as part of the Navy's run-down east of Suez.

A party of 48 officers and men who live in the Portsmouth area left the Zulu at Spithead before frigate continued to her home port of Rosyth.

Squadron steps out for charity

When the Second Frigate Squadron visited Liverpool recently, several sailors exchanged their sea boots for walking boots and took part in the local hospital charity walk.

The Squadron team covered a total of 156 miles, raising £56, and individual honours went to Able Seaman Dawling (H.M.S. Dundas) and AB Ware (H.M.S. Palliser), who covered 30 miles in pouring rain.

This was just a gentle stroll for AB Ware, however. Next day he set off to walk to Barry!

WET AND WINDY

With the Dundas and the Palliser, H.M. ships Exmouth and Ulster berthed in the Canada Docks, where they were visited on a very wet and windy Sunday

Daedalus bank

Lloyds Bank opened a branch at H.M.S. Daedalus on December 2, affording facilities for all personnel to be able to draw cash and get financial advice.

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Tartar is home today...

Ta - ra - ra - boom - de - ay . . . the Royal Marines band plays and it's all eyes on H.M.S. Tartar as the Tribal-class frigate approaches her berth at Devonport, with families waiting to greet her ship's company after their four-and-a-half months' trip to the West Indies.

One of the Tartar's first U.K. Ports of call was London where she was to berth in the Pool of London on November 26 alongside that other proud warrior, H.M.S. Belfast, the cruiser turned "museum" ship.

The Tartar, adopted ship of the London Borough of Barnet, was making a five-day visit to the capital.

Argonaut's 100-mile triple tow

The firefighting efforts of H.M.S. Albion and H.M.S. Argonaut, which were reported last month, had a sequel which, according to some people in the Argonaut, should qualify the frigate as a member of the tuggers' union.

The Argonaut was on her way home from the Far East when she answered a distress call from the Admiralty tug Advice, on fire some 250 miles off Sumatra.

The emergency was dealt with by firefighters from the Albion and the Argonaut and,

after two hours of mopping and scrubbing out the charred engine room, the Advice was taken in tow — along with her attendant tug, Spaniel, and a lighter.

HANDOVER

After towing them more than 100 miles towards the Malacca Straits, the Argonaut handed over her charges to the tug Typhoon, and turned again for home.



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Ex-R.N. Personnel — Officers and Ratings — are now eligible for admission to the Royal Alfred Home at Belvedere, Kent. Administered by the Royal Alfred Merchant Seamen's Society.

Harry signs on - slowly

Joey, the mascot of the survey ship H.M.S. Bulldog, now has a companion — and the new member of the ship's company is almost as slow as the stuffed bulldog. He's Harry Frig, a full documented Junior Tortoise!

Harry was presented to the ship by the owner of Frigate Island in the Seychelles, where a party of Bulldog men enjoyed swimming

from the unspoiled beaches and a magnificent "local" lunch of bargeous fish, roast suckling pig and native fruit.

They were also shown a compound containing Harry Frig's giant relations, which raised the question of his future stowage.

The Bulldog and her sister ship, H.M.S. Beagle, spent an enjoyable and busy six months in the Seychelles, surveying 3,000 square miles and discovering several uncharted peaks.

The ships' companies spent many week-ends at Port Victoria in Mahe, enjoying the simple ways of life — and the Miss Seychelles beauty competition and a carnival.

A Roman galley, built on a lorry and complete with centurions and slave girls, was the Bulldog's contribution to the fun and games.

The Beagle's float represented the court of King Neptune.

WIVES' VISIT

During the passage to Singapore the Bulldog clocked up her first 100,000 miles. From Singapore many of the ships companies flew home for Christmas, and other men were joined by their wives.

After the winter lie-up the "hydrographic hounds" are due to "Carry on sounding" in the Indian Ocean and Persian Gulf.

Now that H.M.S. Juno is back at Chatham after 11 months abroad, some of the ship's company can put their feet up in the comfort of their homes and think back to another occasion when they were glad to give their feet a rest.

After 47 successive days at sea, including a month off Beira, the Juno arrived at Simonstown, where more than 3,000 competitors were about to walk the 25 miles to Cape Town.

The entry list was closed, but the Juno team managed to talk, and then walk, their way into the event.

They finished a creditable 53rd, with RO2 Freddie Cox coming tenth in the individual placings. Other members of the team were

Cdr. R. J. Byrom and ROs Bell and Temple.

During the busy deployment the Juno steamed 62,300 miles and in an eight-month spell took part in five major exercises.



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The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

L. T. Hallam. L. Wtr. H.M.S. Bulwark. On draft to H.M.S. Victory (over six months) February 22. Will exchange for shore base elsewhere in Portsmouth, or London.

Gordon. AB(G/L2). H.M.S. Argonaut. On draft to B.R.N.C., Dartmouth (over six months), March 27. Will exchange for any shore base, Plymouth.

R. Jordan. LS(F/C1). H.M.S. Plymouth. Will exchange for same class of ship not in refit.

J. Sweeney. LME(ICE). H.M.S. Intrepid. On draft to H.M.S. President, London (over six months). Will exchange for any Portsmouth-based ship going General Service soon.

B. Hodges. CPO Ck(O). Admiralty House, Portsmouth. On draft to H.M.S. Intrepid, May. Will exchange for any Portsmouth-based ship.

A. J. Waters. LS(RP2). FOF1 Staff. BFPO(Ships). Admiral's driver. Will exchange for any Portsmouth or Chatham based ship or shore establishment.

H. Codlin. PO Wtr. H.M.S. Dolphin. Will exchange for any other shore base in the Portsmouth area, excluding Gosport side.

A. E. Dodd. PO Ck. H.M.S. Triumph. On draft to H.M.S. Pembroke F.A.C. (over six months), June 8. Will exchange for any Portsmouth shore billet (over six months), except H.M.S. Vernon.

P. Garner. CEA2 (Sonars and MCS 10). H.M.S. Rooke. On draft to H.M.S. Russell, March. Will exchange for any frigate going foreign.

F. Hartnell. AB(RP Star). H.M.S. Achilles. On draft to H.M.S. Raleigh (ship's company), February 2. Will exchange for draft to ANZUK Force, or any ship that will be in Singapore for considerable time.

M. J. Chidwick. H.M.S. Forth, at Devonport. Will exchange for draft to Chatham, Portsmouth or Ipswich areas, or any sea-going ship.

G. Gray. L. Ck. H.M.S. Abdiel (over six months). Will exchange for any Home Sea Service ship based at Chatham or Plymouth (over six months).

D. J. Gardner. AB (SG Star). H.M.S. Dido. On draft to H.M.S. Apollo, April 5, for G.S.C. Will exchange for any Portsmouth or Chatham based ship.

D. G. Manson. LEM(A). R.N.A.S. Yeovilton. Small Ships Flight. Starts SAMCOs Feb. 14. Will exchange for any shore base.

A. J. McGloin. POMEM (Bwk. cert. S.I.C.E.). 2KA2 Mess. H.M.S. Eagle. B.F.P.O. Ships. On draft to H.M.S. Maidstone (Belfast), three months or over, March 7. Will exchange for shore base or ship, Portsmouth or Chatham-based.

Exchanges of drafts

Spirit of Christmas?



"The Spirit of Christmas" reads the signs in this Belfast shop window, bedecked with tinsel and eye-catching gifts, but for British Servicemen in Ulster, Belfast is a city where you go shopping armed with your list — and your gun.

With I.R.A. sabotage squads launching pre-Christmas attacks throughout the commercial heart of the city, it's no place to turn your back. Not, that is, unless you have a keen-eyed

look-out, with sub-machine gun at the ready. The "guard" in this picture is Instructor Lieutenant David Roberts, of 45 Commando, Royal Marines.

Officers and men of 42 and 45 Commando spent Christmas in Ulster, frequently working around the clock, ready at short notice — day or night — to move out at the first sign of trouble, but never abandoning, as this picture proves, the Spirit of Christmas.

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SWIMMERS WITH MUNICH IN MIND

SPORT SPOT

Star for Scotland

Lieut. George Steele, sports and expedition officer in H.M.S. Cochrane, is one of three water polo players to be nominated from Scotland for Olympic trials, and is in the last 16 for selection for Munich.

Lieut. Steele (pictured right) joined the Royal Navy in 1964, having already represented England and Great Britain at water polo. Since then, with special clearance from the A.S.A., he has played for Scotland to become that country's leading goal scorer, and also leading scorer in the Scottish League.

He trains two hours every evening at the H.M.S. Caledonia pool, and keeps fit with circuit and weight training. His other sporting interests are cricket, soccer, and, of course, swimming.

Besides being Cochrane's sports and expeditions officer, Lieut. Steele is also CCF liaison officer for two schools, in Nottingham and Perth.

Swimming has its good points . . .

Sailors, probably more than anybody else, need to be able to swim, for a non-swimmer is a potential liability to his ship and shipmates.

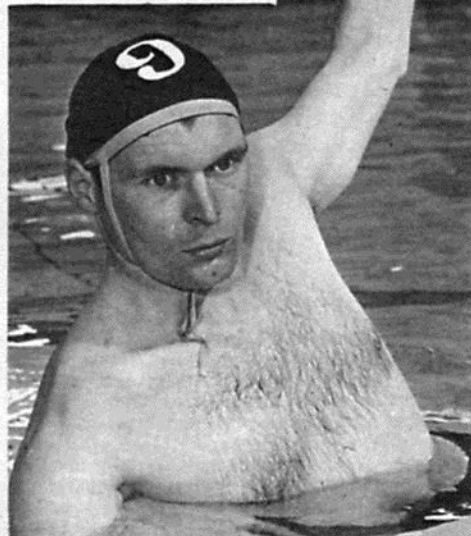
With this in mind, establishments in Naval Home Command are entering their Commander-in-Chief's Learn to Swim competition which will run annually from September to September.

HOW TO SCORE

The fact that about half the Navy's non-swimmers are senior rates has influenced the competition's scoring system. Each CPO who passes the Naval Swimming Test scores four points; a PO gets three; leading hand, two; and able rate, one.

On the same basis, the points are deducted for each rating who remains a non-swimmer during the competition period.

The winning establishment receives £200 and there's £100 for the runners-up.



Record breakers—biathlon beaters

Going great guns just now, three top Navy swimmers, Chris Boothby, Dave Finnegan and John Blake have swum into Britain's top ten times in breaststroke, butterfly and freestyle events, and are fighting hard for selection for the Munich Olympics.

In swimming trials at H.M.S. Temeraire on December 10, Boothby broke the Navy records for the 200 yards freestyle (2min. 7.8sec.), and 100 yards butterfly (57sec.), while Mne Finnegan sliced 12 seconds off his own 220 yards breaststroke record (with 2min. 39.1sec.) and also broke the 100 yards breaststroke record (returning 65.6sec.).

IN SOUTH AFRICA

CPO Dave Livesey swam 67.6sec. in the 100 yards breaststroke, a fine achievement for a water polo player.

Blake was one of the country's top swimmers included in an Otter S.C. team which visited South Africa in December.

He's a Navy 'blue'!

Graham Phillips, the Navy's wing-threequarter last season, at present reading natural sciences at Queen's college, Cambridge, has won his 'blue' against Oxford at Twickenham, writes Nimrod.

ENGLAND TRIALS

Graham, who last summer toured South America with a joint Oxford and Cambridge XV and the Far East with a Young England side, has had a very good season for Cambridge University

and played well in the 'Varsity match despite his team's reverse.

He has since played in the second England trial, for which Leigh Merrick, last year's Navy captain, was also picked. Unfortunately, Leigh could not play because of injury.

FORMER 'BLUES'

I believe that Cdr. John Jacobson, the present Navy selector, was the last Navy man almost to win a 'blue' in about 1956, and there were notable former 'blues' in Brian Vaughan and Rip Kirby, but both played before joining the Royal Navy.

So, I think the Navy's previous active service 'blue' (if there ever was one) must have been back in the early 1920's when a number of naval officers were sent up to Cambridge after the first world war.

Do any of our readers know if there was a 'blue' among them?

SCOTS TRIALIST

In Scotland, Bob Clarke, the Navy hooker, again won selection for the Scottish trials, and there were high hopes of a place in the

Competing against about 200 teams in the British Biathlon Championships on December 18-19 at Crystal Palace, a Royal Navy swim trio finished well in the top ten.

Competitors had to run 4,000 metres and swim 300 metres, and the Navy team comprised Dave Wilson, Chris Boothby and Paddy Hayes, the Navy swimming coach.

Scottish team as he was chosen for the Probables.

The Navy selector tells me he has a long list of candidates for Navy honours this season and will be giving several new names a chance in the first three Navy games in January against Bath, Blackheath and Hampshire.

CORPS SUCCESS

I am delighted that the Royal Marines' early season coaching and training has paid dividends. They have had a very successful first half and recently won a very good game against Bridgewater and Albion.

The Marines have had a great effort to get a good side together, and they are well led by their captain, Lieut. John Lee, R.M., who also plays in the back row for Exeter.

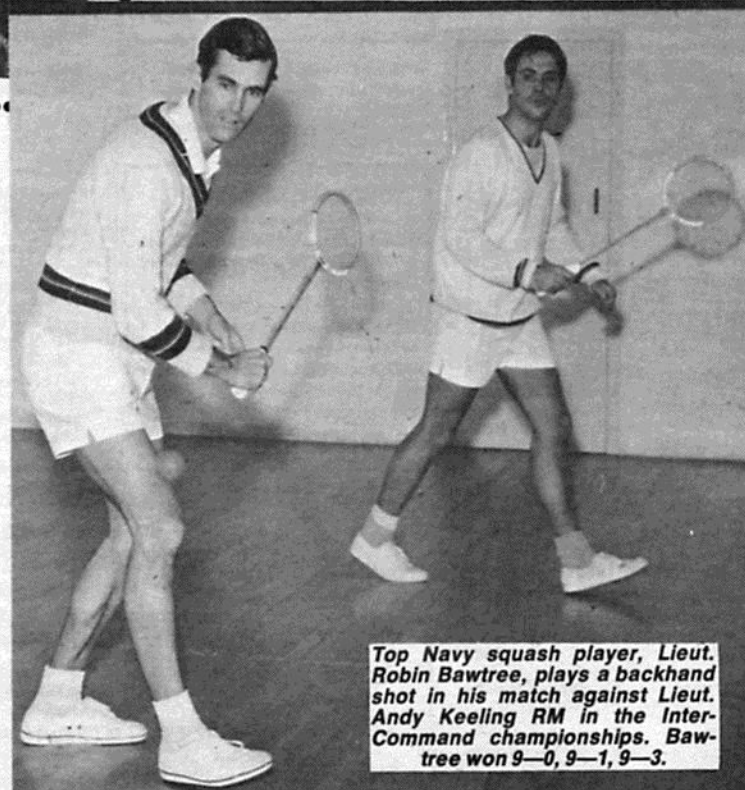
SQUASH CORNER

It's Jenny's title

Second Officer. Jennie MacColl (Lossiemouth) is again Royal Navy Women's Squash champion.

She won the title in Portsmouth on December 2-3 when she also helped Air and Scotland (Group II) to win the inter-group tournament with six matches to the five by Plymouth and RM.

Individual runner-up was 2/0 H. Gosse, from Liverpool Careers Office.



Top Navy squash player, Lieut. Robin Bawtree, plays a backhand shot in his match against Lieut. Andy Keeling RM in the Inter-Command championships. Bawtree won 9-0, 9-1, 9-3.

Dave climbs to a title

— THEN RIDES OFF HOME!

Cyclist AB Dave Beaumont (Dryad) won the Inter-Service Hill Climb Championship in his last ride for the Navy before leaving the Service.

Then he cycled from Reigate (where the championship was held) to his Sheffield home so that he wouldn't have too much gear to be released with!

Dave's final climb was the more commendable because he beat the R.A.F.'s Roy Cromack, a Great Britain rider and 24-hour national record holder, by a mere two seconds to become the first Serviceman to beat Cromack in inter-Service events.

"Ging" Beaumont has had plenty of hill climbing experience around the

world. Serving with H.M.S. Fife during her recent world trip, he cycled up hills in Japan, South Africa, Hong Kong, Morocco, Nigeria, Malaysia, Honolulu and America, as well as the Mediterranean countries.

He also broke the Navy cycling record from Portsmouth to Chatham, and recently won an open event near his home.

Our picture (right) shows him leaving the Fife for an early morning training ride.



ANDY SELECTED FOR NATO TOURNEY

REM(A) Andy Anderson (Culdrose) was selected for the Combined Services basketball team in the World NATO tournament in Belgium from December 10 to 20, the first Royal Navy player to be selected for six years.

Soccer club aims high

The ultimate target which Portsmouth RN Football Club has set itself is membership of the Isthmian League.

Since 1964, when Portsmouth Command F.A. sponsored the team in civilian weekend competition to stimulate interest in Navy football in the area, the first team has progressed from Division Three to Division One of the Hampshire League, and last season the second team won promotion into Division Two.

The club, which regularly provides a supply of full Navy players, uses Victory Stadium, Portsmouth.

Culdrose, who set a new FAA record by winning the Naval Air Command Championships for the third successive year, provided seven players for the Air Command team in the Royal Navy Championships at Portsmouth on December 2-3, and five to represent the Navy in the English Nationals competition on December 3-4.

But the Royal Marines are the Navy champions for the second successive year.

They beat Portsmouth 71-52, Plymouth 65-44 and Air 66-51 to gain a maximum six points at R.N. Barracks, Portsmouth.

Air Command, the runners-up, beat Portsmouth 67-46 and Plymouth 64-40, and Plymouth took third place narrowly beating Portsmouth 59-56.

The Inter-Service Championships are at Aldershot on April 28-29, and there are Royal Navy training periods at H.M.S. Pembroke in February and at R.N. Barracks, Portsmouth, in April.

FOUR WINS ON THE TROT . . .

The Royal Navy squash team finished the first half of the season with four successive victories — against Cornwall, the Junior Carlton Club, United Hospitals, and Berkshire.

This meant that the Navy had won seven of the season's first ten matches.

POMPEY WIN

A strong Portsmouth Command team (comprising Bawtree, O'Keefe, Rump, Jenkins and Adam) won the Inter-Command tournament at RNEC Manadon in November.

But, despite Portsmouth's superiority, there were many close matches, and Sawtell (Plymouth) gave a good individual performance by winning all his matches at third string.

A close fight for second place between Plymouth and Air was resolved in the latter's favour when Knox found his best form to beat Mann.

Portsmouth defeated Air 5-0, Plymouth 4-1 and Royal Marines 5-0; Air beat Plymouth 3-2 and Royal Marines 4-1, and Plymouth beat the Royals 5-0.

The next major event on the Navy squash calendar is the individual championships at Portsmouth on February 4-6.

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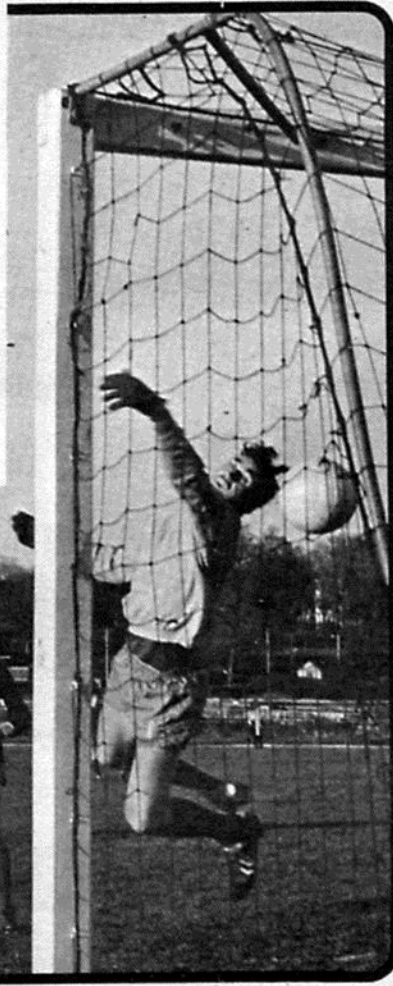
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BANG GOES THAT CUP...

Despite a despairing leap by Royal Marines goalkeeper Bob Fardoe, the ball enters the net for the lone goal with which H.M.S. Daedalus beat HQ 3rd Commando Brigade in the Navy Cup final at Brickfields, Plymouth, on December 8.

To add to Fardoe's agony, the goal which gave Daedalus their third successive Navy Cup victory came from a back pass from one of his own men.

Picture: CPO Brian Gentry.



FACING FULL NATIONAL SIDE...

Navy sink Wales

For their first ever fixture against the Royal Navy, the Football Association of Wales fielded the full Welsh amateur international team at Victory Stadium, Portsmouth, on December 15. But the Navy faced the challenge in tremendous style to register a memorable 4-2 victory.

Ten days previously, the Welsh had drawn 1-1 against England, and the sailors were apprehensive, particularly since their team was missing three "stars," one on draft, one on leave, and one injured, writes Benbow.

Before the match, Lieut.-Cdr. John Ennis, secretary of the RNFA, said: "It's a terrific challenge; they should be tougher than anything we have met in recent years."

THE 'BLITZ'

But the Navy rose to the occasion. In the first half, the Welshmen were "blitzed" by the guts and determination of a Navy team which was 3-1 ahead at half-time with goals from George Welsh (H.M.S. Fife), Brian Crawford (Dryad) and Roger Noon (Heron).

Attack as they might in the gathering

gloom of the second half, the Welshmen could not puncture the Navy's pride, and Tony Taylor (Depot RM, Deal), notched the fourth goal of a great victory.

This result will encourage the RNFA in making the Welsh match an annual fixture. Coming mid-way through the season, it was just the sort of performance needed to boost morale for the important matches to come, particularly the inter-Services contests in March.

For the record, the Navy team was: Patterson (Collingwood); Horton (Dolphin); Wilson (CTCRM); Higgins (Depot RM Deal); Johnston (DPRORM); Welsh (Fife); Atkey (Caledonia); Crawford (Dryad); Noon (Heron); Huxtable (Collingwood); Taylor (Deal); Subs: Cosker (Heron), Megson (BRNC Dartmouth).

AT FRATTON

The team showed two changes from the Navy side which narrowly lost 2-3 on December 1 in its annual fixture against the strong F.A. Amateur XI at Fratton Park, Portsmouth.

Scoring first, the Navy were always in this hard, fast match with a chance, and, on balance, could have repeated last season's achievement of forcing a draw. Both goals came as a result of free kicks by "Johnno" Johnston.

THE MESSAGE

Subsequent events have effectively erased memories of the mediocre per-

formance at Bath in November when the Navy lost 0-2 to Universities Athletic Union.

But the message of that match still applies. The Navy must keep up the pressure. If they can play well against the strong teams, they must concentrate and get on top of those teams that are there for the beating.

FINISH WITH A FLOURISH

Completing the last full Singapore Services season, 40 Commando RM became the only Service soccer side to win both the Singapore Army and Navy cups in the same year.

No Service side had beaten the unit team since last March, and in September they took over the R.N. Wanderers' last three F.A. of Singapore Division One fixtures.

Taking five points from the possible six, the unit enabled the Wanderers to finish just above half-way in the league, and they also defeated the Singapore International Youth XI 3-1 at the National Stadium.

The Commando, embarked in H.M.S. Albion, is due at Devonport early this year.

January fixtures

- 7 — Squash: Royal Navy v. Royal Navy Squash Rackets Association, Hurlingham Club.
- 12-22 — Skiing: 11th Inter-Services College Championships, Livigno.
- 12 — Rugby: Royal Navy v. Bath, Bath.
- 14 — Squash: Royal Navy v. Civil Service, London.
- 15 — Hockey: Royal Navy v. Loughborough Lions, Loughborough. Squash: Royal Navy v. Sussex, Hove. Fencing: Royal Navy v. Surrey, Surrey.
- 16 — Hockey: Royal Navy v. Leicester, Loughborough.
- 18 — Soccer: Royal Navy v. Amateur Football Alliance, London.
- 21 — Squash: Royal Navy v. Escorts, Woking.
- 22 — Rugby: Royal Navy v. Blackheath, Portsmouth.
- 23 — Hockey: Royal Navy v. Hawks Hockey Club, Whiteley Village.
- 26 — Soccer: Royal Navy v. London University, Mottspur Park. Rugby: Royal Navy v. Hampshire, Portsmouth.
- 27-28 — Skiing: 41st Inter-Services Championship, Livigno.
- 27 — Squash: Royal Navy Women's Inter-Services Championships, Aldershot.
- 28 — Squash: Royal Navy v. Jesters, Woking.
- 29 — Fencing: R.N. v. U.A.U., Guildford.
- 30 — Hockey: Royal Navy v. Purley Hockey Club, Purley; Combined Services v. England Under 22, Eastney.

Excitement in Gulf...

On a Sunday afternoon in the Persian Gulf, H.M.S. Eagle organized a sports day with a difference.

An obstacle course using deck equipment tested the courage and endurance of each ten-man team.

Tests included hauling an eight-ton tractor, climbing a Jacob's ladder, swinging across a chasm between two cranes, negotiating an obstacle course with various impediments, and a ski run with improvised skis.

But the toughest test (pictured here) involved vaulting a net stretched across a trampoline and crossing a plank swinging freely between two tractors.



Voce tackles Europe champ. for ABA

The Navy's lightweight champion, AB Peter Voce, made his third international appearance when he boxed for the ABA at Bournemouth on December 11 in the second of a two-match visit to the U.K. by the East German team.

But, even allowing for the fact that his opponent, Beyer, was the European champion, Peter boxed well below his best form. Although the East German came forward strongly, Peter was unable to get into his normal counter punching style, and the referee stopped the contest in the second round, writes Puncher.

It wasn't a good night for the U.K. team who went down 2-8 in this first amateur boxing international ever staged in Hampshire.

NO OPPOSITION

In recent Royal Navy matches, opposition teams have been unable to find boxers to give Voce top level competitive contests.

Against Western Counties at

Bath on November 25, he boxed an exhibition bout which (as in the previous match against Midland Counties) did not affect the result.

Although there were some close contests, the Navy boxers generally fell foul of far more experienced opponents to lose 2-8. Nevertheless, bright prospect JS Paul Kelly (Charybdis), in a junior nine stone bout, registered his fifth consecutive points win.

WELSH BEATEN

Having scored his third consecutive knock-out in this match, REM Jim Turnbull (Fulmar) was, himself, k.o.ed in the third round of his bout in the Navy's match against Wales (Northern Division) at Llandudno on December 8.

But this match provided a happier result for the Navy — a 7-2 victory.

The Navy winners were MEM

... 'LIGHT BLUE' GAMES IN MALTA

SPORTS

SHORTS

During H.M.S. Ark Royal's stay at Malta in November her sports teams had a full fixture list against R.A.F. Luqa. Both soccer teams won (the 1st XI by 4-2 and the second team 3-2). The Ark won at rugby 41-0, drew at hockey 4-4 and chess 4½-4½, and lost at basketball 27-81, badminton 2-4, and squash 1-5.

★
H.M.S. Collingwood won soccer's R.N. Youth Cup in November, beating H.M.S. Caledonia 4-2 in the final.

★
When 78 officers training at the R.A.F. College, Cranwell, visited BRNC Dartmouth for a sporting week-end, Dartmouth teams won the rugby, soccer, badminton and squash matches, drew at hockey, and lost at basketball.

★
Although still in refit at Portsmouth, H.M.S. Undaunted enjoyed a clean sweep in the Portland Cross Country Championship. First prize went to JS Hobson and the ship also won the team prize. The Undaunted POs Mess want to challenge any other POs Mess in a tug of war for beer.

★
Ahead 31-0 at half time, the Royal Marines rugby team beat the Royal Corps of Transport 65-3 at Poole in November. The following week they defeated U.S. Portsmouth 30-13.

M. Jackson (Victory), Mnes Billy Grey and Graham Hinton (Eastney), LS Dave Bennett (Tyne), LSA S. Miles (Fulmar), Mne R. A. Hughes, and MA P. J. King (Haslar).

INEXPERIENCED

But Navy boxing coach, CPO Ron Eden, is still on the look-out for promising — and durable — new recruits for a Navy squad which, he says, lacks experience at present.

There'll be a training week-end this month before the important business of the Army match at Aldershot on February 9.

*
*
* BELOW: R. Adrian (RM Depot Deal) "takes off" in this attempt to clear the ball from a Collingwood forward during the R.N. Hockey Knock-Out Cup final.
* Picture: E. C. Ockenden.

LATE GOAL TAKES CUP TO DEAL

Although starting as "underdogs," RM Depot, Deal won the Royal Navy Hockey Knock-Out Cup for the first time in 12 years when they toppled the holders, H.M.S. Collingwood, 1-0 in the final at the U.S. Sports Club ground, Portsmouth, on December 1.

But it was a close call. The shades of evening were falling when the winning goal was scored in extra time by Welsh international Simon Cook who converted a short corner.

The goal could have come earlier, but Collingwood full-back James, who almost stopped Cook's winning shot, twice cleared off the goal line.

Strong in defence, Collingwood (for whom goalkeeper Toms played well) lacked bite in attack, and the Marines defence, competently held together by Cook and Stevens, coped.

The cup was presented by Rear-Admiral Sir L. Edward Rebeck, vice-president of the Royal Navy Hockey Association.

Portsmouth won the Inter-Command Championship at Brickfields, Plymouth, in November, though held to a 3-3 draw by Air Command, the runners-up.

Portsmouth beat Royal Marines 3-0 and Plymouth 1-0, while Air defeated Plymouth 1-0 and were held to a 1-1 draw by the Marines who had a goal-less draw with Plymouth.



Glamorgan limelight -and drama

(Continued from page 1)

H.M.S. Triumph for a two-week assisted maintenance period.

There was just time to take a lot of things apart when the signal came on the 24th to proceed to sea as soon as possible — destination unknown.

As everyone rallied round and got cracking, moments of humour included the sight of two officers "beachcombing" the rubbish barge for springs they had thrown away.

OFF AGAIN

A party from Silversands leave centre was got back aboard, the ship refuelled, and on the night of November 25th-26th, Mombasa was left behind.

Quite a few hadn't even got ashore, and five officers' families were particularly disappointed.

The wives had arranged charter flight bookings to join their husbands during the ship's expected stay. Two were able to cancel (though one was too late and lost the fare) but the remaining three had got to Mombasa.

They had to make the best of it for a couple of weeks until the return flight, while their husbands on the high seas were being informed that the ship was destined for the Nixon - Heath talks.

As soon as the "secret" was out, everything was done to relieve the difficulties of the situation, including the re-routing of the Christmas post.

NOT FORGOTTEN

But those wives were not forgotten. After an enormous amount of effort behind the scenes — a story in itself — four officers' wives and one rating's wife were on the plane for Trinidad, where the Glamorgan was having the re-arranged maintenance period.

Seats were found to be available on a Royal Air Force plane, so they were able to fly out on an indulgence basis, with hopes for a similar privilege on the return.

It appears likely that H.M.S. Glamorgan will still be taking part in the South America sales tour, being at Buenos Aires in January and Rio de Janeiro in February. The ships should be back in the U.K. early in March.



During his visit to Bermuda, the Prime Minister found time to relax in H.M.S. Glamorgan and enjoy a joke with some of the ship's company. Left to right in picture below: AB Stephen Smith, ISA Clive Church, Capt. Tom Baird (commanding officer), LS Gavin Rodgers, Mr. Heath and AB Paul Toni.

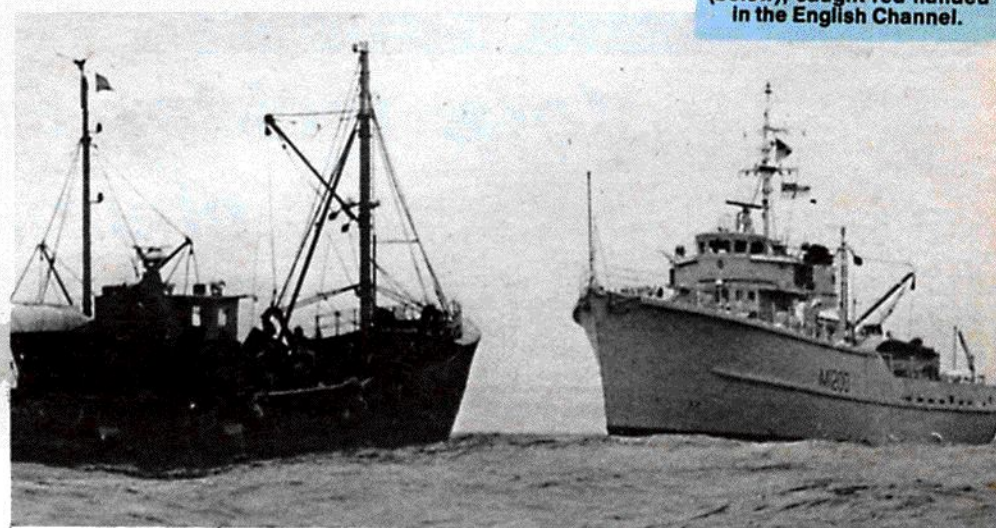
EAGLE BALL

A ball is being held at the Hilton Hotel, London, on Saturday, April 29, to mark the conclusion of the 20 years' service of H.M.S. Eagle, now to be scrapped.

All officers who have served in her since the first commission in 1951 are invited to attend, and further details may be obtained from Cdr. D. A. Jones, H.M.S. Eagle, B.F.P.O. Ships, to whom crossed cheques made payable to "Eagle Ball Account" should be sent. Cost of a double ticket is £13.50.

Soberton's big catch

— and this was one of them. The French trawler Flot. Bleu (below), caught red handed in the English Channel.



What the new harmony rules will mean

(Continued from page 1.)

The two ships in the West Indies will normally be away about six months. The rest of the Fleet operating from U.K. will be away for shorter periods.

The Harmony rules, after explaining the nine-month arrangement, go on to state that the total of overseas deployment in any one 30-month commission will not exceed 15 months (the absence has to be four months or more to count for overseas deployment).

The official announcement adds this firm pledge: These principles are regarded as being of overriding importance, and should be the last to be broken even in an emergency.

It must be pointed out, of course, that the total separation is

MORE NAVAL HOMES

Another 214 houses and flats for naval families are to be built in the Portsmouth and Gosport areas at a cost of £1,000,000.

not necessarily being cut — only the length of the periods.

This is not the only thing being done to reduce separation. Those who plan Fleet programmes are now giving even higher priority to seeing that men can spend the maximum time with their families, including trying to ensure that ships are in their base ports to give leave, especially at Christmas and during the school holidays.

Operational commitments and changes caused by such things as unforeseen repairs or a disaster relief operation may conspire to defeat the best intentions, but if a ship has her programme adversely affected, special attention will then be given to her further programme.

This does not mean that ships will spend all their time in home ports. They will continue to go to the Mediterranean, the Americas,

and other interesting places, but they will be away for much shorter periods.

Furthermore, when ships away for over four months are in the Med., there will often be the opportunity for families to get cheap R.A.F. pre-payment flights to enjoy some Mediterranean sun.

All this is a far cry from the past, when wives often did not see their husbands for 18 months or more.

Separation is unavoidable in the Navy, but the prospects of making a real improvement for wives and families are bright, and new ideas are constantly being looked at to make them, in so far as commitments allow.

Double dose of 'pop' for Stewart!

When ships return to the U.K. from journeys to the far flung it is not unusual to see, among the dockside family reunions, the smiling faces of fathers meeting their most recent additions to the family for the first time.

But 23-year-old Midshipman Stewart Bailey had a double dose of joy to look forward to when H.M.S. Bulwark returned to Devonport on December 9 after just over three months in the Mediterranean.

He is believed to be the only

midshipman in the Fleet who is the father of twins, and Joanne and Phillip — then two months old — were waiting to greet him, with his wife, Lindsay.

Stewart joined the Navy in 1965 and was promoted to officer in September, 1968. He and his

family — pictured below — live at Dartmouth.

Awaiting the Bulwark's return were two Minis — prizes in the welfare committee's raffle. The winners were SA James Rowbotham, of Dundee — who left the car in the hands of his divisional officer until he had arranged driving lessons! — and Flying Officer Derek Whitting.

While the Bulwark was off Trieste a boiler room was damaged by fire, and repair work is being carried out during her maintenance period at Devonport.



Men of the Royal Naval Fishery Protection Squadron regard themselves as a worthwhile taxpayers' investment: the six ships of the squadron arrested 40 foreign vessels last year, earning the Exchequer more than £16,000 in fines and confiscations of gear and catches.

The ship's company of H.M.S. Soberton claims to have made history by arresting 16 vessels — the most arrested in a year by any one ship since introduction of the 12-mile fishing limit in 1964.

The Soberton's "catch" included eight Frenchmen, three Danes, two Belgians, a Dutchman, a Pole, and a Spaniard. The ship boarded more than 100 vessels during the year and the majority of arrests were made at night.

Members of the squadron point out that poachers are not caught by accident. In fact, there's a touch of "Join 'em and catch 'em" about the job, using a variety of after-dark subterfuges.

SEVEN UP

The Soberton started the year in the North Sea with the large Danish sprat fleet working off the Tyne, and by the end of February had chalked up seven arrests.

She then moved to the west coast and was with the Belgian fleet off Trevose Head before moving north to keep an eye on the Dutch beam trawlers clearing the soles out of Morcambe Bay.

Since then, she has been all around the coast, steaming 29,000 miles during 1971.

Ready for Christmas

H.M. Submarine Rosqual, which commissioned at Rosyth on December 17 after a six-month refit, joins the 1st Submarine Squadron for home sea service in March after sea trials at the Clyde Submarine Base. Her commanding officer is Lieut. P. J. Christmas.

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